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April 23, 2024  
Public Information Meeting Comments

# IL120 STUDY

IL60 to Almond Road

## PUBLIC INFORMATION MEETING | APRIL 23, 2024 COMMENT FORM

### Contact Information

Name: SAMUEL BALASYA

Address: [REDACTED]

City/State/Zip: [REDACTED]

Email: [REDACTED] Phone: [REDACTED]

### Please provide your comments:

NO NEED TO BUILD THE 120 by pass road now... future possible?

1. what is needed is to open the choke point spots during rush hour.
2. Develop or build an over pass rail road in 83/120 if study favors.
3. Construct additional lane Allegany Rd. to west of 120 to 60. - see back page

**Comment Period Open April 23 – May 24, 2024.**

**Comments may be submitted during the meeting, mailed, or emailed to:**

Illinois Department of Transportation  
201 W. Center Court  
Schaumburg, IL 60196-1096  
Attn: Bureau of Programming  
Corey Smith, P.E.

or

**Project Website:**  
IL120Study.com  
**Project Email:**  
Connect@IL120Study.com

> open. Cedar Lake to South of  
Route 45. to Decongest RD.  
from Allegheny traffic.

# IL120 STUDY

IL60 to Almond Road

## PUBLIC INFORMATION MEETING | APRIL 23, 2024 COMMENT FORM

### Contact Information

Name: Kathleen O'Connor

Address: [Redacted]

City/State/Zip: [Redacted]

Email: [Redacted] Phone: [Redacted]

### Please provide your comments:

Casey Road + Almond Road have experienced significant increases in traffic with the widening of Rt. 21 + Rt. 45. The topography of the roads + hundreds of acres of open space present unique challenges. The increased traffic on these rural roads continue to ~~also~~ create safety issues for the residents, trail users + wildlife. Please explore ~~options~~ <sup>strategies</sup> to reclassify, limit access, etc. to Casey + Almond as a part of the Rt. 120 Project

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I worry that the expansion of Rt. 120  
will only increase the challenges & safety  
concerns for Casey + Almond Roads.

# IL120 STUDY

IL60 to Almond Road

## PUBLIC INFORMATION MEETING | APRIL 23, 2024

### COMMENT FORM

#### Contact Information

Name: Abraham Andujar

Address: [REDACTED]

City/State/Zip: [REDACTED]

Email: [REDACTED] Phone: [REDACTED]

#### Please provide your comments:

TWO LANES IN EACH DIRECTION THE LENGTH OF THE CORRIDOR  
IS BADLY NEEDED. AN UNDER PASS OR OVER PASS AT THE RR CROSSING  
AT SR 120 IS ALSO NEEDED. AND BIKE PATH/TRAIL ON SIDE  
WALK FOR EASY ACCESS TO PEDESTRIANS. I RIDE MY BIKE  
WHEREVER POSSIBLE.

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# IL120 STUDY

IL60 to Almond Road

## PUBLIC INFORMATION MEETING | APRIL 23, 2024 COMMENT FORM

### Contact Information

Name:

JOHN BENSER

Address:

[REDACTED]

City/State/Zip:

[REDACTED]

Email:

[REDACTED]

Phone:

[REDACTED]

### Please provide your comments:

UNLIKE VILLAGE MEETINGS, SEEING EARLY INPUT BY RESIDENTS TO THE PROCESS IS VERY ENCOURAGING. WHILE EARLY AT THIS STAGE, A SERIOUS CONSIDERATION SHOULD BE WIDENING ROUTE 60 TO FOUR LANES FOR SEVERAL MILES. THIS WOULD TAKE A LOT OF PRESSURE ON THE WEST PORTION OF 120 IN THIS STUDY. THE TRAIN <sup>OVER</sup> BYPASS AT 120/83 IS CRITICAL BEFORE MAKING DECISIONS HERE

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# IL120 STUDY

IL60 to Almond Road

## PUBLIC INFORMATION MEETING | APRIL 23, 2024 COMMENT FORM

### Contact Information

Name: Jody Bender  
Address: [REDACTED]  
City/State/Zip: [REDACTED]  
Email: [REDACTED] Phone: 609-232-1111

### Please provide your comments:

Thank you for the opportunity to see the patterns and gather information. 120 could best be widened at the Volo end, with minimal impact on homes and nature. We desperately need grade separation/overpass/underpass at the 120/83 train tracks. That is key to reducing the bottlenecks in both directions, particularly w/ the opening of Casey's. A bypass would be destructive. Please enhance connectivity, community, and safety with trails and shared use path improvements. I know the area of 120 past 45 until Almond needs widening - how to do that without affecting residential areas?

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# IL120 STUDY

IL60 to Almond Road

## PUBLIC INFORMATION MEETING | APRIL 23, 2024 COMMENT FORM

### Contact Information

Name: BEN VANDERWAL

Address: [REDACTED]

City/State/Zip: [REDACTED]

Email: [REDACTED] Phone: \_\_\_\_\_

### Please provide your comments:

I support building the bypass -

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

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\_\_\_\_\_

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# IL120 STUDY

IL60 to Almond Road

## PUBLIC INFORMATION MEETING | APRIL 23, 2024 COMMENT FORM

### Contact Information

Name: Kristy Muller

Address: [REDACTED]

City/State/Zip: [REDACTED]

Email: [REDACTED] Phone: [REDACTED]

### Please provide your comments:

Please consider increasing mass transit connectivity rather than widening roads.

Thank you for considering all modes of transportation eg Bikes, pedestrian paths etc.

I am interested in knowing how any plans will impact the mitigation of flooding, heat island effect and air quality. Please differentiate impacts on adults and impacts on children.

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# IL120 STUDY

IL60 to Almond Road

## PUBLIC INFORMATION MEETING | APRIL 23, 2024 COMMENT FORM

### Contact Information

Name: Sharon Langford Johnson

Address: [REDACTED]

City/State/Zip: [REDACTED]

Email: [REDACTED] Phone: [REDACTED]

### Please provide your comments:

Ask that you take into account  
water retention to avoid all flooding.

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# IL120 STUDY

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## PUBLIC INFORMATION MEETING | APRIL 23, 2024 COMMENT FORM

### Contact Information

Name: Lawrence Todyk

Address: [REDACTED]

City/State/Zip: [REDACTED]

Email: [REDACTED] Phone: [REDACTED]

### Please provide your comments:

This study is important to the future of Graylake. The route 120 corridor in Graylake is highly developed with significant public institutions and shopping along Rt. 120. Any improvements/changes need to be thought through with the impact the changes will have, positive or negative

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# IL120 STUDY

## IL60 to Almond Road

### PUBLIC INFORMATION MEETING | APRIL 23, 2024 COMMENT FORM

#### Contact Information

Name: DOUG KEARNEY

Address: [REDACTED]

City/State/Zip: [REDACTED]

Email: [REDACTED] Phone: \_\_\_\_\_

#### Please provide your comments:

BUILD FAP 342, WHICH WAS PLANNED OVER 50 YEARS  
AGO. BUILD BOTH THE IL 53 NORTH/SOUTH EXTENSION  
AND THE EAST-WEST I20 BYPASS. THE PLANS WERE  
SPOT ON THEN/STILL CORRECT TODAY.  
WIDEN I20 TO (4) LANES PLUS TURN LANES.  
PLEASE STOP STUDYING AND ACT - ~~DO~~ BE LIKE  
WISCONSIN - THEY GET THINGS DONE IN A  
TIMELY MANNER

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# IL120 STUDY

## IL60 to Almond Road

### PUBLIC INFORMATION MEETING | APRIL 23, 2024

### COMMENT FORM

#### Contact Information

Name: Mark Iron

Address: [REDACTED]

City/State/Zip: [REDACTED]

Email: [REDACTED] Phone: [REDACTED]

#### Please provide your comments:

Needs that I see:

1) Reduce congestion at the convergence of 120/134/Hamsville Rd. This is the biggest bottleneck.

2) Consider taking 120 beneath the CNR tracks at the 137 intersection in Grayslake (another big bottleneck)

3) Pedestrian traffic on Lake St is increasing due to development south of 120. Safely crossing is an issue.

4) I believe that the ideal solution, although not likely feasible, would be to separate 120 & 134, bringing 120 traffic to a bypass to the south.

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# IL120 STUDY

IL60 to Almond Road

## PUBLIC INFORMATION MEETING | APRIL 23, 2024 COMMENT FORM

### Contact Information

Name: JAMME Hering

Address: [REDACTED]

City/State/Zip: [REDACTED]

Email: [REDACTED] Phone: [REDACTED]

### Please provide your comments:

The westbound traffic on 120 from Alleghany  
past Hanesville Rd is terrible especially from  
3-6pm. It takes much longer to head  
west w/ a 2 lane road.

We need a railroad underpass at  
120 + 83.

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# IL120 STUDY

IL60 to Almond Road

## PUBLIC INFORMATION MEETING | APRIL 23, 2024 COMMENT FORM

### Contact Information

Name: Primo Ziffel

Address: [REDACTED]

City/State/Zip: [REDACTED]

Email: [REDACTED] Phone: [REDACTED]

### Please provide your comments:

- Ped/bike Path: rte. 45 to Hanesville rd.
  - Pedestrian crossings at Harris rd, rte. 83, Lake St,
  - If an underpass is built at rte. 83 (under the railroad), include ~~an at-grade~~ Ped/bike Path bridge - over the 120 x 83 intersection, at-grade with railroad.
- I drew a picture on sheet 3/3 displayed at the meeting in April - look for the sticky note!

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# IL120 STUDY

IL60 to Almond Road

## PUBLIC INFORMATION MEETING | APRIL 23, 2024 COMMENT FORM

### Contact Information

Name: Daniel Sloan

Address: [REDACTED]

City/State/Zip: [REDACTED]

Email: [REDACTED] Phone: [REDACTED]

### Please provide your comments:

I am opposed to any ~~new~~ bypass <sup>for</sup> 120 near the route 45 intersection. I live near the previously proposed bypass, and would suffer a great increase in traffic noise and loss of scenery. I also fear it would cut my property value dramatically. I am not opposed to improving the existing road. Please do not build a <sup>120</sup> bypass through the SE corner of route 45.

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# IL120 STUDY

IL60 to Almond Road

## PUBLIC INFORMATION MEETING | APRIL 23, 2024

### COMMENT FORM

#### Contact Information

Name: BILL HEINZ

Address: [REDACTED]

City/State/Zip: [REDACTED]

Email: [REDACTED] Phone: [REDACTED]

#### Please provide your comments:

- ① THERE HAVE BEEN ENOUGH STUDIES OF THE CORRIDOR. IMPROVEMENTS HAVE BEEN NEEDED FOR OVER 20 YEARS.
- ② PLEASE STRONGLY CONSIDER THE 2017 BELVIDERE RD CORRIDOR ROAD CAPACITY PLAN ENDORSED BY HAINESVILLE/ROUND LAKE/ROUND LAKE PARK/AND VOLO WHICH CALLS OUT AFFORDABLE IMPROVEMENTS TO INTERSECTIONS IDENTIFIED IN THIS MATERIAL AS THE MOST WORST LEVELS OF SERVICE IN THE CORRIDOR. THESE ARE REASONABLE AND AFFORDABLE.
- ③ THE LETTER TO GRAYS LAKE MAYOR RHEIT TAYLOR FROM THE TRANSPORTATION SECRETARY CALLED FOR THE CONTINUATION OF PENETRATING TO WIDEN RT 120 FROM RT 83 EAST TO ALMOND RD INCLUDING AN UNDERPASS AT THE CN RAILROAD TRACKS @ RT 83.
- ④ NO WIDENING SHOULD OCCUR WEST OF RT. 83 OUTSIDE OF THE EXISTING RT 120 ROW. THIS IMPACTS SCHOOLS, CHURCHES, BUSINESSES AND HOMES.
- ⑤ THE TRAFFIC AND GROWTH PROJECTIONS PROVIDED BY OMAP SEEM GREATER THAN TYPICALLY SEEN OR EXPERIENCED IN LAKE COUNTY.

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# IL120 STUDY

IL60 to Almond Road

## PUBLIC INFORMATION MEETING | APRIL 23, 2024 COMMENT FORM

### Contact Information

Name: CARL EVERT

Address: [REDACTED]

City/State/Zip: [REDACTED]

Email: [REDACTED] Phone: [REDACTED]

### Please provide your comments:

THANK YOU FOR ASKING FOR PUBLIC COMMENT.  
GRAYSLAKE HAS BEEN ON THE BACK BURNER FOR  
40 YEARS BECAUSE OF THE "53" EXTENSION, SINCE  
THAT IS DEAD WE NEED HELP SOONER RATHER  
THAN LATER. ~~GO~~ AN UNDERPASS AT 120 + 83  
IS ON THE TOP OF THE LIST FOR MOST RESIDENTS  
BUT <sup>EXTRA</sup> LANES WOULD BE GREAT, BUT IS THE SOUTHERN  
BYPASS STILL ON THE TABLE? I BET MOST PEOPLE  
ON 120 ARE JUST PASSING THRU, A BYPASS WOULD  
THEN ALLOW OLD 120 TO JUST FOR THE RESIDENTS, AND

Comment Period Open April 23 – May 24, 2024. THAT WOULD

Comments may be submitted during the meeting, mailed, or emailed to: **BE AWESOME ALSO.**

Illinois Department of Transportation  
201 W. Center Court  
Schaumburg, IL 60196-1096  
Attn: Bureau of Programming  
Corey Smith, P.E.

OR

Project Website: **AWESOME ALSO.**  
IL120Study.com  
Project Email: **THANKS**  
Connect@IL120Study.com

# IL120 STUDY

IL60 to Almond Road

## PUBLIC INFORMATION MEETING | APRIL 23, 2024 COMMENT FORM

### Contact Information

Name: Quin O'Brien - trustee - Village of Gurnee

Address: [Redacted]

City/State/Zip: [Redacted]

Email: [Redacted] Phone: [Redacted]

### Please provide your comments:

Great session - Improved traffic flow is needed.

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# IL120STUDY

IL60 to Almond Road

## PUBLIC INFORMATION MEETING | APRIL 23, 2024 COMMENT FORM

### Contact Information

Name: HERDY ; YvesRose Louis-Charles

Address: [REDACTED]

City/State/Zip: [REDACTED]

Email: [REDACTED] Phone: [REDACTED]

### Please provide your comments:

- An overbridge across would be a great idea for this project
- Possible 2 lanes on 120 can reduce the heavy traffic we're experiencing in the morning. It will also reduce the deaths on the RR tracks.
- More pathways are needed along 120 for pedestrians.

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## PUBLIC INFORMATION MEETING | APRIL 23, 2024 COMMENT FORM

### Contact Information

Name: MARY LILLSTROM

Address: [REDACTED]

City/State/Zip: [REDACTED]

Email: [REDACTED] Phone: [REDACTED]

### Please provide your comments:

Thank you for the informational presentation.

My concerns for the improvement of I60 is the follows -

- widening lanes in many areas is not possible to improve congestion problems

- the need for safe public pedestrian crossings is priority! walkways & non-motorized vehicle paths are needed.

I am interested in seeing the results of public comments and look forward to any plans that manifest from this study.

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## PUBLIC INFORMATION MEETING | APRIL 23, 2024 COMMENT FORM

### Contact Information

Name: ISRAEL GONZALEZ

Address: [REDACTED]

City/State/Zip: [REDACTED]

Email: [REDACTED] Phone: [REDACTED]

### Please provide your comments:

- NO 4 LANE Highway/corridor through MADRONA Village
- Suggest OVERHEAD BRIDGE @ ALL RAILROAD CROSSINGS (HAWESVILLE + Rt 83)
- Suggest ROUNDABOUTS @ SOME INTERSECTIONS
- Widen existing 120 for EXPRESS LANE
- Build SB instead to divert traffic

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### COMMENT FORM

#### Contact Information

Name: Rosalinda Gonzalez

Address: [REDACTED]

City/State/Zip: [REDACTED]

Email: [REDACTED] Phone: [REDACTED]

#### Please provide your comments:

NO 4 lane highway through  
Madrona Ridge !!!  
- School zone  
- Many kids use the walkway to  
get to i from school.  
- 4 lane highway is dangerous  
for in the middle of a neighborhood  
round about on 60/ Cedarlake

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## PUBLIC INFORMATION MEETING | APRIL 23, 2024 COMMENT FORM

### Contact Information

Name: Larry Wilson

Address: [REDACTED]

City/State/Zip: [REDACTED]

Email: [REDACTED] Phone: [REDACTED]

### Please provide your comments:

Badly needed study. The 2 problem areas I am familiar with are from the E study boundary to 45, WB, and Lake St to the 120-134 split WB. In the last couple of years, since Peterson Rd improvements, 120 WB from Alteskey to 120-134 is typically stop & go all thru afternoon rush.

I know the 120 grade separation @ CN RR just W of 83 is a separate project, but please include the ~~the~~ <sup>eventuality</sup> in your planning as much as possible

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## PUBLIC INFORMATION MEETING | APRIL 23, 2024 COMMENT FORM

### Contact Information

Name: JOHN NEULS

Address: [REDACTED]

City/State/Zip: [REDACTED]

Email: [REDACTED] Phone: [REDACTED]

### Please provide your comments:

GRADE-SEPARATED RAIL CROSSING @ 120/83 -> TOP PRIORITY, BY FAR.  
INTERSECTIONS OF 120/HAINESVILLE & 120/134 -> COMPLETE SHIT SHOW. COULD  
MERGE THEM? CHANGE WHERE 134 INTERSECTS? I'M NO CITY  
PLANNER, BUT IT IS AWFUL HOW CLOSE TOGETHER THEY ARE-  
120/CEDAR LAKE AND/OR FAIRFIELD AND/OR WILSON MIGHT BE BETTER SERVED  
BY ROUNDABOUTS.

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## IL60 to Almond Road

### PUBLIC INFORMATION MEETING | APRIL 23, 2024

### COMMENT FORM

#### Contact Information

Name: Nicole Alger

Address: [REDACTED]

City/State/Zip: [REDACTED]

Email: [REDACTED] Phone: [REDACTED]

#### Please provide your comments:

The railroad crossing @ 120/123 should really be a grade-~~separated~~<sup>separated</sup> crossing. When a train comes through, especially freight, it can be ten minutes, thirty, or even parked! This not only causes people to turn around or be incredibly late to important matters but slowing down the ability to get emergency services. The split of 120/134 is also incredibly dangerous. We need a better solution than the current V split because the yield signs make it too difficult, as a country with left side drive, to see over through the lane coming off of 120 to 134 causing unclear vision and accidents.

**Comment Period Open April 23 – May 24, 2024.**

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201 W. Center Court  
Schaumburg, IL 60196-1096  
Attn: Bureau of Programming  
Corey Smith, P.E.

OR

**Project Website:**  
IL120Study.com  
**Project Email:**  
Connect@IL120Study.com

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# IL120 STUDY

IL60 to Almond Road

## PUBLIC INFORMATION MEETING | APRIL 23, 2024

### COMMENT FORM

#### Contact Information

Name: Tom HILLIARD

Address: [REDACTED]

City/State/Zip: [REDACTED]

Email: [REDACTED] Phone: [REDACTED]

#### Please provide your comments:

THIS PROJECT WILL HAVE GREAT NEGATIVE

IMPACT ON MY NEIGHBOR HOOD

" ARBOR VISTA" THE INTERSECTION OF

HWY 45 + 120 PARTICULARLY.

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# IL120 STUDY

IL60 to Almond Road

## PUBLIC INFORMATION MEETING | APRIL 23, 2024 COMMENT FORM

### Contact Information

Name: Sue Neuls

Address: [REDACTED]

City/State/Zip: [REDACTED]

Email: [REDACTED] Phone: [REDACTED]

### Please provide your comments:

My #1 Priority would be to make a grade-separated crossing for the tracks at 120 + 83.

Ideally, do anything you can to allow traffic to move easier down 120. I live very closely to 120 and we'd like to use it more than we do. We go out of our way, travelling additional miles, to use Washington Avenue instead of 120 since Washington travels much easier.

*Thanks!*

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# IL120 STUDY

IL60 to Almond Road

## PUBLIC INFORMATION MEETING | APRIL 23, 2024 COMMENT FORM

### Contact Information

Name: Linda Soto

Address: [REDACTED]

City/State/Zip: [REDACTED]

Email: [REDACTED] Phone: [REDACTED]

### Please provide your comments:

I am a Hainesville resident and Pace Bus Board member and I was not aware of this meeting till this past Saturday, 4/20, thru Facebook. Better communication on the P&E study and timeline. As a former Mayor of Hainesville the number one reason are residents have moved outside of high taxes in Lake County is the traffic congestion. Their commute times have easily doubled, some tripled.

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# IL120STUDY

IL60 to Almond Road

## PUBLIC INFORMATION MEETING | APRIL 23, 2024 COMMENT FORM

### Contact Information

Name: Jeannine Zipek

Address: [REDACTED]

City/State/Zip: [REDACTED]

Email: [REDACTED] Phone: [REDACTED]

### Please provide your comments:

Do Not want a limited-access road.

Need a grade separation at 120+83/RR crossing.

Make use of roundabouts for traffic calming  
and to improve traffic flow

Have include pedestrian/bicycle pathways.

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# IL120 STUDY

IL60 to Almond Road

## PUBLIC INFORMATION MEETING | APRIL 23, 2024 COMMENT FORM

### Contact Information

Name: Cytlalli campos

Address: [REDACTED]

City/State/Zip: [REDACTED]

Email: [REDACTED] Phone: 708

### Please provide your comments:

safe pedestrian crossing on 120 & lake st.  
Also how will traffic be rerouted during  
construction?

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# IL120 STUDY

IL60 to Almond Road

## PUBLIC INFORMATION MEETING | APRIL 23, 2024

### COMMENT FORM

#### Contact Information

Name: Juan Mata

Address: [REDACTED]

City/State/Zip: [REDACTED]

Email: \_\_\_\_\_ Phone: \_\_\_\_\_

#### Please provide your comments:

How will this affect lake st  
and 120. Will it reduce traffic  
on lake? Lake st is a suburban  
residential road that does get a  
fair amount of traffic from what  
I assume is people trying to avoid the  
train & 120 traffic.

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# IL120 STUDY

IL60 to Almond Road

## PUBLIC INFORMATION MEETING | APRIL 23, 2024 COMMENT FORM

### Contact Information

Name: Emilie Mullins

Address: [REDACTED]

City/State/Zip: [REDACTED]

Email: [REDACTED] Phone: [REDACTED]

### Please provide your comments:

This is greatly needed. I am concerned that there is no plan to address the lack of sidewalks from about Concord to Providence on Wildspring in Madrona Village. I often pass young people on the side of the street with nowhere to walk - this is a safety issue of great concern.

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# IL120 STUDY

IL60 to Almond Road

## PUBLIC INFORMATION MEETING | APRIL 23, 2024 COMMENT FORM

### Contact Information

Name: Marty Neal

Address: [REDACTED]

City/State/Zip: [REDACTED]

Email: [REDACTED]

### Please provide your comments:

S. Almond Rd is under my jurisdiction  
as is Casey Rd east of Rte 45.  
The residents in this area feel that  
Casey and Almond are already overburdened  
with traffic. Hopefully this project  
would help alleviate that.

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# IL120 STUDY

IL60 to Almond Road

## PUBLIC INFORMATION MEETING | APRIL 23, 2024 COMMENT FORM

### Contact Information

Name: Marty Neal

Address: [REDACTED]

City/State/Zip: [REDACTED]

Email: [REDACTED] Phone: [REDACTED]

### Please provide your comments:

A grade separation is needed at  
83120. Please don't alter 120 @ PK45  
South across the wetlands.

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# IL120 STUDY

IL60 to Almond Road

## PUBLIC INFORMATION MEETING | APRIL 23, 2024 COMMENT FORM

### Contact Information

Name: COLIN CAMERON

Address: [REDACTED]

City/State/Zip: [REDACTED]

Email: [REDACTED] Phone: [REDACTED]

### Please provide your comments:

Please expand existing road as  
its current route with no  
re-route to lessen the impact  
on our community.

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# IL120 STUDY

## IL60 to Almond Road

### PUBLIC INFORMATION MEETING | APRIL 23, 2024

### COMMENT FORM

#### Contact Information

Name: DIANE FISHER

Address: [REDACTED]

City/State/Zip: [REDACTED]

Email: \_\_\_\_\_ Phone: [REDACTED]

#### Please provide your comments:

*Living on the corner of Almond + Rt 120 I am concerned about any consideration for noise pollution <sup>control</sup> because it is very noisy already. I would love speed bumps in front of my property. Houses are limited but we seem to be invisible to loud cars, dragsters, & polluters. My well is very close to the road. Any turn lanes will jeopardize its survival.*

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# IL120 STUDY

IL60 to Almond Road

## PUBLIC INFORMATION MEETING | APRIL 23, 2024 COMMENT FORM

### Contact Information

Name: Sandy Hart  
Address: 4 [REDACTED]  
City/State/Zip: [REDACTED]  
Email: [REDACTED] Phone: \_\_\_\_\_

### Please provide your comments:

Do not create induced demand by adding lanes. Slow traffic w/ roundabouts + put in grade separations @ RRX.

\* Please ~~to~~ connect Almond on North side to I20, + close Mill connection. Almond was always meant to connect - it is a boulevard.

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# IL120 STUDY

IL60 to Almond Road

## PUBLIC INFORMATION MEETING | APRIL 23, 2024 COMMENT FORM

### Contact Information

Name: Julian Rozwadowski  
Address: [REDACTED]  
City/State/Zip: [REDACTED]  
Email: [REDACTED] Phone: [REDACTED]

### Please provide your comments:

I believe a 5-lane section from 83 to Mill Road would be very beneficial. Traffic backs up badly surrounding the 120/Atkinson intersection and near the pinch point at Mill Road (where the 5 lane section begins east of there).

It is very difficult to turn left out of my subdivision (Cantelbury Estates @ Ashford) in the PM, Traffic backs up on 120 with significantly leaving few gaps. ~~W~~ Gaps are also difficult to judge due to the horizontal curve east of Ashford. I do not think 120/Ashford needs to be signalized, adding a thru in each direction should alleviate the traffic issue leading to this problem.

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Widening to the north surrounding Atkinson seems to make sense given bike path on south side and parking lots on the north side.



# IL120 STUDY

## IL60 to Almond Road

### PUBLIC INFORMATION MEETING | APRIL 23, 2024

### COMMENT FORM

#### Contact Information

Name: Lori Bell

Address: [REDACTED]

City/State/Zip: [REDACTED]

Email: [REDACTED] Phone: [REDACTED]

#### Please provide your comments:

I enjoy the rural feel of the area I live in. My main concerns are protecting the culture and environment of my area. I specifically want to avoid at all cost any construction at forest preserves like Nippersink & Almond Marsh, protecting wetlands & floodplains. I am also against demolishing /moving Graylake businesses and homes, especially between 134 & 45. While I recognize that traffic is a problem, I prioritize homes, businesses, and especially the natural environment. I would also greatly dislike the aesthetic, visual & cultural impact of creating a full-on highway. If a project or construction is done, the largest impact but avoiding expropriation of homes/businesses and non forest preserve impact would be an over/underpass at 83/120 to avoid the train. or a solution at 120/134 specifically. I do not like the idea of an expanded highway /roadway on 120. I also worry that widening the road only increases demand. People make a choice to live and work where they do and they weigh those values and costs when they choose where to work and live. or consider

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*pay no attention to the man behind the curtain = safe & slow*

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# IL120 STUDY

IL60 to Almond Road

## PUBLIC INFORMATION MEETING | APRIL 23, 2024 COMMENT FORM

### Contact Information

Name: Selena Caudelo

Address: [REDACTED]

City/State/Zip: [REDACTED]

Email: [REDACTED] Phone: [REDACTED]

### Please provide your comments:

- Generally it would be nice:
- to have bike path/walking paths alongside that area
- flower beds adding <sup>on corners</sup> / creating a small park near oak trees near <sup>at 120 & 134</sup>
- traffic improve areas: 120 & 83; 120 & Keinsville Rd
- smooth <sup>down</sup> the road-hill on Bacon Rd & 120

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# IL120 STUDY

IL60 to Almond Road

## PUBLIC INFORMATION MEETING | APRIL 23, 2024 COMMENT FORM

### Contact Information

Name: Jama Buerger

Address: [REDACTED]

City/State/Zip: [REDACTED]

Email: [REDACTED] Phone: [REDACTED]

### Please provide your comments:

Really it's about time!! 120 has been jack up for several decades. Phase III should of been years ago. Also I65 extension should be blended in with this project. I think your traffic data numbers are lower than what is indicated.

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# IL120STUDY

IL60 to Almond Road

## PUBLIC INFORMATION MEETING | APRIL 23, 2024 COMMENT FORM

### Contact Information

Name: MARK ANAWLS

Address: [REDACTED]

City/State/Zip: [REDACTED]

Email: [REDACTED] Phone: [REDACTED]

### Please provide your comments:

• REMOVE CONGESTION ON 120 BY EXPANDING NORTH/ SOUTH RAMP TO MOVE TRAFFIC TO WASHINGTON TO MAKE WASHINGTON MORE ATTRACTIVE AS BI-PASS

• PEDESTRIAN BRIDGE ACROSS 83 TO BRING CUSTOMERS TO RETAIL EAST OF 83 ALONG 120

• 120 UNDERPASS UNDER 83

• MONITOR GRAYS LAKE FOR FERTILIZER RUNOFF & PETROLEUM PRODUCTS

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# IL120 STUDY

IL60 to Almond Road

## PUBLIC INFORMATION MEETING | APRIL 23, 2024 COMMENT FORM

### Contact Information

Name: Pat Carey

Address: [REDACTED]

City/State/Zip: [REDACTED]

Email: [REDACTED] Phone: [REDACTED]

### Please provide your comments:

I would like to see essential improvements made to the 120 corridor (Reference 2017 (?) Initiative of @LHedersville, Rhs, Volo to draft list of improvements which should be made asap. Including 120/83 separated RR crossing.

Also need to look closely at pedestrian access along 120 & safe pedestrian crossings

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# IL120STUDY

## IL60 to Almond Road

### PUBLIC INFORMATION MEETING | APRIL 23, 2024

### COMMENT FORM

#### Contact Information

Name: Jan Blackburn

Address: [REDACTED]

City/State/Zip: [REDACTED]

Email: [REDACTED] Phone: [REDACTED]

#### Please provide your comments:

I would love to see 2 lanes in each direction w/ a sidewalk that would allow  
pedestrians a safe path from Hamside east. There is a need to improve traffic, though  
we also need to give Non-motorized traffic an opportunity. This could be a  
big win-win for the community.

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# IL120 STUDY

## IL60 to Almond Road

### PUBLIC INFORMATION MEETING | APRIL 23, 2024

### COMMENT FORM

#### Contact Information

Name: FRANK HAUBNER

Address: [REDACTED]

City/State/Zip: [REDACTED]

Email: [REDACTED] Phone: [REDACTED]

#### Please provide your comments:

UNLESS ADDITIONAL LANES ARE ADDED, HOW IS TRAFFIC FLOW GOING TO BE IMPROVED? YOU ARE STILL GOING TO HAVE 20,000 VEHICLES PER DAY USING A 2 LANE ROAD.

WHAT HAPPENED TO THE RTE. 120 BYPASS PROJECT THAT WAS STUDIED A FEW YEARS AGO?

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# IL120STUDY

IL60 to Almond Road

## PUBLIC INFORMATION MEETING | APRIL 23, 2024 COMMENT FORM

### Contact Information

Name: Jan F. Rische  
Address: [REDACTED]  
City/State/Zip: [REDACTED]  
Email: [REDACTED] Phone: [REDACTED]

### Please provide your comments:

Intersection of 120/83: Moving forward with an underpass, 120 under the train tracks should be a priority and addressed. ~~regardless of the western & eastern legs of 120 being~~

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# IL120STUDY

IL60 to Almond Road

## PUBLIC INFORMATION MEETING | APRIL 23, 2024 COMMENT FORM

### Contact Information

Name: John Ambrose

Address: [REDACTED]

City/State/Zip: [REDACTED]

Email: [REDACTED] Phone: [REDACTED]

### Please provide your comments:

I have been traveling this segment of IL Rt 120 for 40 years. I think the level of service shown on the boards is vastly understated along IL Route 120 on a couple of segments. There are 2: the section of IL Rt 120 east and west of Mill Rd. and the section of Rt 120 between Alleghany and Hannesville Rd. The widening of IL Route 120 can't come soon enough.

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# IL120 STUDY

IL60 to Almond Road

## PUBLIC INFORMATION MEETING | APRIL 23, 2024 COMMENT FORM

### Contact Information

Name: heslie Bulaich

Address: [REDACTED]

City/State/Zip: [REDACTED]

Email: [REDACTED] Phone: [REDACTED]

### Please provide your comments:

Railroad Crossing at 120th & 83rd  
NEEDS UNDERPASS STUDY.  
What will be done about HOUSES &  
businesses  
How will the project be in STAGES.

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# IL120 STUDY

IL60 to Almond Road

## PUBLIC INFORMATION MEETING | APRIL 23, 2024 COMMENT FORM

### Contact Information

Name: Jim BULAICH

Address: [REDACTED]

City/State/Zip: [REDACTED]

Email: [REDACTED] Phone: [REDACTED]

### Please provide your comments:

MY MAIN CONCERN IS THE SECTION OF I20 FROM  
ATTEMPTING TO RT23 THE TRAFFIC BACKUP IS EXTENSIVE  
WHEN A TRAIN IS CROSSING I20 IS IT POSSIBLE TO ALLEVIATE  
THE BACKUP

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# IL120STUDY

IL60 to Almond Road

## PUBLIC INFORMATION MEETING | APRIL 23, 2024 COMMENT FORM

### Contact Information

Name: Karen Gill

Address: [REDACTED]

City/State/Zip: [REDACTED]

Email: [REDACTED] Phone: [REDACTED]

### Please provide your comments:

- We need a Re-Route of 120 - Not a ~~wide~~ wide Road in many Areas!
- Where is this Plan?
- Village has Allowed this - How about open lands And Re-Route us just winding Roads

**Comment Period Open April 23 – May 24, 2024.**

**Comments may be submitted during the meeting, mailed, or emailed to:**

Illinois Department of Transportation  
201 W. Center Court  
Schaumburg, IL 60196-1096  
Attn: Bureau of Programming  
Corey Smith, P.E.

OR

**Project Website:**  
IL120Study.com  
**Project Email:**  
Connect@IL120Study.com

*Disclaimer: Names will be included in project documents for the official public record. However, addresses, email addresses, and phone numbers will be redacted.*

# IL120 STUDY

IL60 to Almond Road

## PUBLIC INFORMATION MEETING | APRIL 23, 2024 COMMENT FORM

### Contact Information

Name: Karen + Jeff Bollinger

Address: [REDACTED]

City/State/Zip: [REDACTED]

Email: [REDACTED] Phone: [REDACTED]

### Please provide your comments:

We are not in favor of Rt. 120 becoming 4 lanes.  
We prefer the idea of a bypass.

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

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# IL120 STUDY

IL60 to Almond Road

## PUBLIC INFORMATION MEETING | APRIL 23, 2024 COMMENT FORM

### Contact Information

Name: Jim RICHARDSON

Address: [REDACTED]

City/State/Zip: [REDACTED]

Email: [REDACTED] Phone: [REDACTED]

### Please provide your comments:

REVIVE THE RT. 53 EXTENSION. AFTER ACQUIRING THE R.O.W. USING TAXPAYER MONEY (FOR 50+ YEARS), YOU KILL THE PROJECT WHEN THE WEALTHY HOMEOWNERS ALONG THE 53 CORRIDOR (MUNDELEIN/SWITTHORN WOODS/LONG GROVE, ETC) OBJECTED TO THE PROJECT & WERE SUCCESSFUL IN QUASHING THE EXTENSION. THE 53 R.O.W. HAD BEEN "ON THE BOOKS" WELL BEFORE MANY OF THE COMPLAINING HOME OWNERS WERE THERE.  
**BUILD 53!!**

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# IL120 STUDY

## IL60 to Almond Road

### PUBLIC INFORMATION MEETING | APRIL 23, 2024

### COMMENT FORM

#### Contact Information

Name: RANDALL MIX

Address: [REDACTED]

City/State/Zip: [REDACTED]

Email: [REDACTED] Phone: [REDACTED]

#### Please provide your comments:

120 is a disaster. As the sole two-lane stretch between  
Rand Rd. (Route 12) and Hunt Club Rd. in Gurnee, it regularly  
hosts traffic volumes incompatible with its design. If area  
commerce and enhancing the viability of it is a concern,  
120 cannot remain a rustic survivor of the area's rural  
roots.

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# IL120 STUDY

IL60 to Almond Road

## PUBLIC INFORMATION MEETING | APRIL 23, 2024 COMMENT FORM

### Contact Information

Name: Gina Sanderson

Address: [REDACTED]

City/State/Zip: [REDACTED]

Email: [REDACTED] Phone: [REDACTED]

### Please provide your comments:

This project, specifically putting 120 through the farm / wetlands next to my home, is a bad idea. Expand current road, where it goes to one lane - there is frontage land for sale. To make intersection through beautiful land & ruin many homes is traumatic and short sighted. 120 does need to be 2 lanes in that one section, but this part of project just a horrible idea.

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# IL120 STUDY

IL60 to Almond Road

## PUBLIC INFORMATION MEETING | APRIL 23, 2024 COMMENT FORM

### Contact Information

Name: Nicholas Ward

Address: [REDACTED]

City/State/Zip: [REDACTED]

Email: [REDACTED] Phone: \_\_\_\_\_

### Please provide your comments:

Interested in the environmental impacts discussed in video. We are located on Almond Road and Care Greatly for the plants + wildlife that inhabit the area. Blocking through-way traffic from Casey to 120 has been discussed, and would like to know if this would be apart of the study/project. The ducks, deer, turtles and other wildlife would greatly benefit.

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# IL120 STUDY

IL60 to Almond Road

## PUBLIC INFORMATION MEETING | APRIL 23, 2024 COMMENT FORM

### Contact Information

Name: CRAIG WROBEL

Address: [REDACTED]

City/State/Zip: [REDACTED]

Email: [REDACTED] Phone: [REDACTED]

### Please provide your comments:

- PLEASE CONSIDER ADDITION OF BIKE PATHS  
ALONG WITH A TURN LANE ONTO GARFIELD BLVD  
WHEN TRAVELLING WESTBOUND.

- ON A SEPERATE NOTE, WHAT IS THE STATUS  
OF A TRAIN OVERPASS (GOING OVER 120)  
AS THE TRACKS APPROACH RT. 120?

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# IL120 STUDY

IL60 to Almond Road

## PUBLIC INFORMATION MEETING | APRIL 23, 2024 COMMENT FORM

### Contact Information

Name: John Winkler

Address: [Redacted]

City/State/Zip: [Redacted]

Email: [Redacted] Phone: [Redacted]

### Please provide your comments:

1. about new grade crossing at Carleton Rd  
near Jones Ave  
2. I am a long Altonian to the person  
in IL, I'd be glad

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# IL120 STUDY

IL60 to Almond Road

## PUBLIC INFORMATION MEETING | APRIL 23, 2024 COMMENT FORM

### Contact Information

Name: Laven Warrington

Address: [REDACTED]

City/State/Zip: [REDACTED]

Email: [REDACTED] Phone: [REDACTED]

### Please provide your comments:

Please consider some kind of over or  
under pass at 120 and 83. Traffic  
is often backed up due to trains  
stopping there & at center st. issues for ambulances  
getting to hospital.  
Also walkability needs to be improved, either  
a footpath and/or bike paths are very  
important

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# IL120STUDY

IL60 to Almond Road

## PUBLIC INFORMATION MEETING | APRIL 23, 2024 COMMENT FORM

### Contact Information

Name: Sue Simpson

Address: [REDACTED]

City/State/Zip: [REDACTED]

Email: [REDACTED] Phone: [REDACTED]

### Please provide your comments:

Please do not move Rt 120<sup>45</sup> South  
off the road base. The arbor  
vista subdivision would be irreparable  
harmed as well as the wildlife/wetlands.  
There is adequate space to widen 120  
where it is.

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# IL120 STUDY

IL60 to Almond Road

## PUBLIC INFORMATION MEETING | APRIL 23, 2024 COMMENT FORM

### Contact Information

Name: STEVE CARLSON

Address: [REDACTED]

City/State/Zip: [REDACTED]

Email: [REDACTED] Phone: [REDACTED]

### Please provide your comments:

USE EXISTING ROW -  
OVERPASSES ETC.  
IMPROVE WHAT YOU HAVE

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# IL120 STUDY

IL60 to Almond Road

## PUBLIC INFORMATION MEETING | APRIL 23, 2024 COMMENT FORM

### Contact Information

Name: LINDA GITTEL

Address: [REDACTED]

City/State/Zip: [REDACTED]

Email: [REDACTED] Phone: [REDACTED]

### Please provide your comments:

*Glad to see this very congested area of Rt-120 is going to be addressed, especially at the 134/120 intersection. Long overdue to be a 4 lane road like Peterson Rd.*

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First Name	Last Name	Comment
Adina	Ott	<p>I strongly oppose the 120 bypass. As a resident who lives south of 120 and works north of 120, I support the improvement of the existing rt. 120. I would like to see increased routes and weekend service on the Metra North Central Line and the following changes to rt. 120 as it currently exists:</p> <ul style="list-style-type: none"> <li>1 - grade separation of the train tracks at 120 &amp; 83</li> <li>2 - improvements laid out in the "Belvidere Road Corridor Capacity Plan"</li> <li>3 - multi-lane roundabouts, middle turn lanes</li> <li>4 - Lighted crosswalks and bike/pedestrian lanes wherever possible (especially as I need to cross 120 on my bike to get to work!)</li> <li>5 - bus stop pads and shelters</li> </ul> <p>Thank you Adina Ott</p>



Karen

Kunz

1. I support the improvement of EXISTING Rt. 120 including:

- Grade separation of the train tracks at Rt. 120 and Rt 83 intersection.

- The improvements recommended by the villages in the "Belvidere Road Corridor Capacity Plan"

- Multi-lane roundabouts at Allegheny Rd., Rt. 134, Hainesville Road and Rt. 60/120

- Middle turn lane or no left turns between Rt. 83 and Lake St.

- Improving safety by adding lighted crosswalks and bike/ped lanes wherever possible

- Installation of bus stop pads and shelters at PACE bus stops

2. Increased routes and weekend service on Metra North Central Line

Suzanne

Cash

Any considerations for building the 120 bypass should be stopped. It would be a disaster for so many of the valued and environmentally-sensitive areas which make Lake County and IL great. It would also destroy the rural and conservancy environments of multiple established neighborhoods, including the Casey Road corridor and the Prairie Crossing conservancy neighborhood, where I live.

There are so many other solutions to 120 traffic, most especially the installation of an underpass under the train tracks at Rte 83. While expensive, it can't possibly be as expensive as the bypass would be (especially considering the environmental lawsuits which

Support the improvement of  
EXISTING Rt. 120 including:  
Grade separation of the train  
tracks at Rt. 120 and Rt 83  
intersection.

The improvements  
recommended by the villages  
in the “Belvidere Road  
Corridor Capacity Plan”  
Multi-lane roundabouts at  
Allegheny Rd., Rt. 134,  
Hainesville Road and Rt.  
60/120

Joan

Fletcher

Middle turn lane or no left  
turns between Rt. 83 and  
Lake St.

Improving safety by adding  
lighted crosswalks and  
bike/ped panes wherever  
possible

Installation of bus stop pads  
and shelters at PACE bus  
stops

Increased routes and  
weekend service on Metra  
North Central Line

I strongly oppose the  
proposed Route 120 bypass!

Jill

Lawless

I support the Belvidere Road  
Corridor Capacity Plan that  
was developed by Grayslake  
& 4 other communities in the  
corridor.

Thank you.

Brendan

Madden

I would like to see a grade separation of the railroad crossing at IL 120 and IL 83, and widen the road both east of IL 83 and west of Hainesville Rd to 4 lanes, while adding a dual left turn lane where possible through Grayslake between IL 83 and Hainesville Rd. A lot of westbound left turning vehicles cause backups across the train tracks at IL 83/IL 120 during peak commute times, with vehicles sometimes stopped on the tracks, which is an obvious safety issue. The grade separation would also help address this problem.

I support the improvement of the existing Rt. 120. This includes grade separation of the train tracks at Rt. 120 and Rt 83 intersection.

Chris

Mallon

I am also in favor of the improvements recommended by the villages in the "Belvidere Road Corridor Capacity Plan".

Jan

Ward

Thank you for your consideration!  
Expand lanes from 2 to 4 from Almond Rd. to Rte. 45.  
At Mill Rd. create a left and right turn out of Wildwood at Mill Rd. onto Rte. 120.

Jamie

Waldo

As a resident of Grayslake and someone who uses this study route regularly, one of the biggest concerns, most residents have is of the dangerous intersection at 83 and 120, where the railroad passes through. Traffic at that intersection is often halted or at a complete stop for a long period of time due to railroad traffic that is excessive and slow, creating a large source of driver, frustration, and safety concerns. I hope there is a significant attempt to route the roadway underneath the railroad as has been done in other nearby intersections successfully.

I would like to see more connected multi use paths along IL-120 and connecting SE along IL-137 to Prairie Crossing Metra and Midlothian Path South on IL 83, Alleghany Rd to Petersen Rd trail would be great as well.

Luke

Jian

Also connecting west to north Hainesville Rd path I enjoy having my son ride his bike to Prairieview school but there's no crossing there and path does not continue East from Prarieview School.

Thanks!

Paul

Kotz

As a significant thoroughfare for east-west traffic in Lake County, it's disturbing that 120 has been neglected so long. And equally upsetting that under/over pass options have not been implemented and it's 2024. It is imperative that if this road is not to be rebuilt as 4 lanes then efforts must be taken to either build an under/over pass and add medians, or move forward with the Route 120 bypass concept. Not only from a traffic flow standard, but from a safety perspective as well.

Stephen

Yatsushiro

I have witnessed multiple flip overs at the entrance to Flag Chevy on Route 120. 3 instances of drivers speeding westbound and not negotiating the slight bend in the road. They have crashed into the entrance gate and the stone entrance sign to Canterbury Estates. These have involved serious injuries. I believe a series of reflective arrow signs on the north side of the road just prior to the bend at Flag Chevy would provide better warning of that bend and prevent these types of accidents.

IL-120 is not just an artery for motorized personal vehicles.

It is a critical piece of infrastructure for other modes transportation as well, such as cycling, walking, and public transit, especially for the people who live, work, and attend school north and south of the project corridor.

Liz

Wiczer

IL-120 cuts through school districts D46 (Grayslake K-8), D127 (Grayslake high schools), D50 (Woodland K-8), D116 (Round Lake Unit K-12), and D121 (Warren high school). It is in the best interest of those districts for this project to maintain & enhance the walk/bike access available along IL-120, and ensure safe stops along IL-120 for buses, and safe crossing locations convenient for students & residents (for Will anything be done between 45 and Mill. On 120. Pia going to 2 lanes. Thanks for the info meeting April 24th.

K

Thomas

Terry

Norton

I want to point out, The 120 project will deal with two busy railroad crossings. Hainsville Metra tracks 34 trains weekdays. Grayslake Canadian Nation 14 Metra, over 20 freight trains weekdays. Grade separations needs to be in the 120 Plan.

Gene	Heike	<p>Do the bypass with state owned land All intersections Left turn lanes Thru lanes Right turn lanes</p>
Ben	McInturff	<p>Nearly perpendicular intersections I'm very concerned about the road potentially being routed through or close to the wetlands just east of 45. This is a very sensitive area and must be protected!</p>
Sue	Godsey	<p>My concern with this project is are you going to make 120 wider? My house backs up to 120 so I'm concerned that if that path is taken it could affect my property and safety by moving the road closer to my home or even being forced out of my home so the road can be made wider. Can you say how this project will affect those of us who live on 120 and our property?</p>
Elizabeth Lois	Schmit	<p>I lived in McHenry most of my Teen &amp; Young Adult Life and after took Rt120 east to Gurnee/Waukegan. No that I'm in my early 60's it would be beneficial for that HWY to be Expanded to 4Lanes with a Left Turn Lane where applicable!</p>
Bradley	Bonato	



To Whom it May Concern:

Ten months ago, my family and I made the decision to leave the hustle and bustle of the city behind in search of a peaceful haven. Our journey led us to the serene beauty of Lake County, where we found solace in the tranquil surroundings of Arbor Vista. It pains me deeply to learn about the proposed initiative to construct a highway adjacent to our beloved neighborhood.

Nestled on our acres of land is not just a house, but our sanctuary—a place where we've poured our hearts into cultivating a harmonious coexistence with nature. We've lovingly planted fruit trees and nurtured bee colonies, cherishing every

Mario

Flores

As a resident of Wildwood (Rolling Hills Rd), I frequently find it difficult to exit the subdivision onto 120 from either John Mogg or Sears. Often when I need to turn right I will find myself behind a car turning left, and this normally takes several minutes (especially during AM and PM rush hours).

David

Pilkington

Turning left into Wildwood from eastbound 120 is a dangerous activity, as there is but one lane and often cars speeding up behind you don't see you until they're very close, and often they go around you using the shoulder at 35 mph. When they do see you and stop behind you, this can cause a lengthy backup until you have an opportunity to turn. Also, westbound cars in this

Melissa

Frank

I cannot make the meeting tonight, but frequently drive this entire route on 120 and have some thoughts. The light at Atkinson (by the Jewel) is terrible and has opportunities to be "smarter". It frequently delays traffic from one direction or the other on 120, depending on the time of day because it does not seem to be based on traffic volume.

Often the left turn arrow signals (going east) for no reason, holding up traffic going west.

Of course, the biggest opportunity for delays is at 83, the train tracks. I've lived just west of this spot for nearly 20 years and not a week goes by that I am not delayed to work or picking up my kid from activities on the other side of these tracks.

120 will be 200 feet from our property line, Arbor Vista is a unique neighborhood, mature trees, streams ponds, trails to oak openings!

JoAnn

Lamb

120 will impact this beautiful neighborhood greatly! Along prices of homes to sell one day! So I vote absolutely NO! I was relieved when 53 fell apart! NO NO NO 120!

Tod

Johnson

Thank you for conducting this study. This stretch of 120 is in dire need of updating. I'd say the best update would be to widen to two lanes in each direction if possible. Also the railroad crossing at Route 83 is very dangerous.

The dream of course is an underpass at 120 & 83. I don't know if that is a reality, but how sweet would that be.

Peter

Kupfer

Also, if there was some way to realign 134, 120, and Hainseville that would be cool. but I'm not sure of the best way to do that.

Peter

Kupfer

As a runner/cyclist I think it would be nice to have a bike path from downtown Grayslake to Nippersink Forest Preserve. I think also for the children who live in Madrona Village, it would be nice to have a bike path to get to their high school GCHS.

To Whom it May Concern:

I fled the city after 30 years for the relative tranquility of Lake County. My home is in Arbor Vista. I've been informed that you're proposing to run a highway right next to my home.

This would be a terrible decision. Our neighborhood was once an estate and filled with homes and even a beautiful forest preserve with a lake. In the area you're proposing to ruin, there are little wetlands. I have two beautiful Sandhill Cranes that live in this area.

My property would be ruined, as would many of my neighbors. My house is a mid century modern dream on an acre. I've planted fruit trees. Build the bypass that was proposed with the IL-53 extension. Maybe this project can go backwards and get this segment built first. Most of the traffic through this area travels east of the project onto a four lane highway, which feeds additional four+ lane roads. Build the bypass and be the first four-lane road to stretch US-12 to US-41. Lake County doesn't have ANY continuous four-lane roads that span the county east-west (from 12 to 41).

Gina

Sanderson

Mickie

Radjenovich

The traffic study covers the timeframe from 2017 to 2023. It would be beneficial to narrow that timeframe to see the lasting impact due to the pandemic. Traffic appears lighter during peak times as there is more work from home and closures of local business, etc. This would help get a more current and accurate estimate of traffic patterns. A suggested timeframe would start 2020 - 2023. At this time there has been stability in the return to work efforts and would be more accurate. Thank you.

Joshua

Stark

I hope this includes rebuilding the Heron breeding area that 'vandals' tried to destroy a few years ago...

Sue

Simpson

Is there a map showing current roadbed with proposed change? Could you please send it to me?

Thank you,  
Sue Simpson

john

baczek

I question the 2050 no-build projections. I suspect the existing 2 lane IL 120 is simply at capacity and cannot accommodate additional traffic. There is a significant amount of undeveloped property along IL 120 and IL 31 in McHenry. Do the land use plans for the communities of McHenry, Lakemoor, Volo and unincorporated Lake County suggest potential development of these properties? There are no alternative routes to IL 120. I suspect that ANY development out west will dramatically impact the capacity of the roadway requiring the addition of capacity along IL 120.

I am unable to attend the meeting this coming Tuesday, so I am providing my feedback on the study via this form.

Matthew

Gopin

I own six lots on Almond and Casey road that total about 80 acres. While I am supportive of the study and improving traffic and safety on IL120, I am very concerned that expanding IL120 is going to lead to additional vehicles traveling down Almond Road heading south.

Sue

Zerafa

If you are not aware, Almond Road between IL120 and Casey Road is very hilly and therefore the visibility is very limited. We regularly see vehicles traveling well over the speed limit, like 60-70 mph or more, trying to get It is concerning that a railroad underpass has not been considered after so many years of obvious need for one at 83 and 120. Not only is there a high accident rate at that point but the back-up of traffic is dangerously long. It is time to put this high on the list of projects to be completed.



Mick

Zawislak

Good day, this is Mick Zawislak with the Daily Herald. You say the purpose of this first public meeting is to 'introduce the project.' Are there any particulars to be shared yet, ie, 'widen 5 miles between x and y' or 'bypass the existing Route 120'? I know there have been previous studies by other entities. What prompted this study at this time? Also, is an underpass of the Canadian National tracks on Route 120 immediately west of Route 83 in Grayslake, part of this consideration or is that a separate project? If the latter, has funding been set aside for that and what is the status? Thanks in advance for any information or observations

---

**Letter for Public Comment**

1 message

---

**Joan Lynch** [REDACTED]


Corey Smith,

Please see our attached comments.

Thank you,

Jeff and Joan Lynch  
[REDACTED]  
[REDACTED]

---

 3520\_001.pdf  
327K

Corey Smith,

My husband, Jeff, our children and I are writing you this letter to include our perspective in this period of public comment on the proposed Illinois 120 Planning and Environmental Linkage Study. As the residents of [REDACTED] we are continuously reminded of what a privilege we have in living in such a remarkably beautiful environment that surrounds us on Casey Road. However, as tenants of this property, we have also seen the dramatic increase in motor vehicle usage on this road and its negative effects on our lives and local environment.

When we first moved to [REDACTED] in 2007, Casey Road, and the adjoining Almond Road, were significantly less used by motorists as an East-West cut-through route to avoid traffic on routes 120 and 137. However, since the improvements to Route 21, including the addition of a traffic signal at the intersection of 21 and Casey Road that make it easier to use Casey as a cut-through, usage of both Almond and Casey has increased exponentially.

There are various consequences that have resulted from this increased usage that impact the lives of residents living in this area. One of these consequences include increased illegal semi-truck usage. Being the closest home to the road, we are quite literally able to tell when a semi-truck is towing a full versus empty trailer based purely on the vibration these large trucks produce when traveling down a small, country road that is not designed to accommodate their use. We feel that given the increased construction of shipping warehouses locally, combined with a potential increase in semi-truck usage on these roads, this condition will grow worse.

Adding to this list, the increased activity on Casey and Almond Roads leads to more incidents of speeding, directly resulting in dangerous driving and accidents. Given the hilly nature of Casey and Almond Roads, with these two roads and many driveways having been designed prior to such routine traffic and speeds, residents and passing motorists alike are unable to drive without experiencing many dangerous blind spots. This is a problem for both residents attempting to pull out of their driveways and other motorists driving on these two roads.

Finally, increased usage of these two roads has also left a visible stain on this beautiful landscape that is largely protected by conservation. Each year our family routinely picks up multiple garbage bags of trash motorists throw out of their vehicle with no regard for the ecosystem of this special place. Throughout the past decades, from property owners and forward-thinking individuals such as the Potter, Ranney and Donnelley families, to organizations such as Openlands, The Liberty Prairie Foundation, and Center for Humans & Nature, this space of natural beauty that comprises The Liberty Prairie Reserve has proven to be a cherished landscape deemed worth protecting.

We feel that by improving access from IL 120 onto Almond and Casey Roads, increased litter, more dangerous driving and increased semi-truck traffic will increase just as it did after the "improvements" made to the Route 21 and Casey Road intersection. As residents of Casey Road, we hear, see and feel the negative consequences associated with increased vehicle usage of these two roads. It is imperative that the new project on IL 120 does not worsen these already poor conditions.

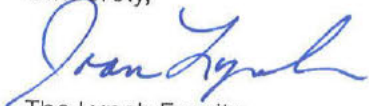
The Liberty Prairie Reserve is a unique asset for all residents of Lake County, let alone an ecological community of national significance. Living on Casey Road, we deeply cherish the privilege we have to experience nature in a truly intimate way and believe that other residents of adjacent communities should have the same opportunities to do so. Recent Openlands projects on the western side of Casey Road have led to increased access to this beautiful landscape for others to enjoy through various conservation projects and the addition of more trails for walking and biking. Casey Road is connected to other areas of natural beauty throughout our community through these paths, and we feel that increased motor traffic associated with changes to IL 120 will harm access to these special places for members of our community to enjoy. Additionally, the current extensive use of Almond and Casey Roads as cut-throughs for high speed traffic makes it all but impossible for pedestrians to walk or ride bikes on Almond and Casey Roads and makes it very dangerous to access these Openlands trails.

In speaking to the Illinois 120 Planning and Environmental Linkage Study, we would like to propose a list of priorities to consider:

- 1) Reclassify Casey Road to a lower-speed design that is not characterized as a minor arterial, to reflect the significant changes in surrounding land use and enable appropriate traffic calming measures that are unavailable to us given the current 45 mph speed limit.
- 2) Closing Almond Road at the IL 120 intersection and implementing aggressive traffic calming measures on Casey Rd to reduce cut-through traffic and to better control traffic that continues to cut through.
- 3) Ensuring any changes to 120 reduce traffic on Almond and Casey Roads rather than introducing more traffic to these already overburdened, under qualified roads.

Our family truly appreciates the opportunity to have an open discussion with your commission and look forward to continued dialogue as your project develops.

Sincerely,



The Lynch Family



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## Comment on IL 120 Study

1 message

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Cathy Knight [REDACTED]

I am submitting some general comments after looking at IDOT's online presentation on the IL 120 study.

Looking at the PDF map on page 3, I'm assuming the plan is to only widen the Route 120 road way.

1. On page 10 of the PDF, the map shows plans for Trails. It is not clear why these trails are planned here, since presently it's just farmland. I strongly believe a shared use path for walkers and bicyclists is needed along the existing Route 120. Many people who live in Grayslake or who attend College of Lake County want to use a bicycle (weather permitting) for in-town shopping instead of using a car. I also see so many people using bicycles on Rt. 45. Please include a bike/walk path for Rt. 120. Maybe someday, a shared use path can be built on Route 45 as well.
2. My Lake County Board Representative John Wasik mentioned in a newsletter to his constituents his concern that there was almost no specific project detail presented at the Public meeting. He stated that there was no information on environmental impact, alternative routes or carbon emissions. The PDF file only stated that this information will be studied. I hope the information gathered from these studies will be shared with our representatives and on the Rt. 120 Study website.
3. Mr. Wasik mentioned in his newsletter that he and other Grayslake officials and our State representatives support studying the feasibility of an under-/overpass at the CNRR railroad crossing at Rt. 120. I support studying, and including results of the study in IDOT's report. Most residents look at similar projects done by IDOT at Washington Street in Grayslake and Rollins Rd. in Round Lake Beach and feel a similar solution would resolve many traffic backups due to train traffic.
4. Hopefully, the widening of Rt. 120 is all IDOT is planning, with no plans to build a Route 120 Bypass, I have looked at previous publicly presented maps that are still on Grayslake municipal website and Lake County Sheriff's Traffic Division maps; these maps include the possible Route 120 Bypass. The Bypass would dissect into the northern section of my Grayslake Prairie Crossing subdivision near Rt. 120 and Rt. 45. Residents in my community would have our natural wildflower and natives buffer between the subdivision and Northwestern Hospital campus disturbed. Most Grayslake residents assume that there is no planning for a Route 120 Bypass since it was voted down by several town mayors in 2019.
5. Finally, the next time a public meeting is scheduled to review the Rt. 120 project, please communicate the details of the meeting better than the April 23 public meeting. I don't know who was notified of the public meeting, but I do not have a subscription to the Daily Herald. Please send a public relations notice to Grayslake Patch ([Patch.com](http://Patch.com)). John Wasik, Lake County Board member got the word out about the meeting 2 days before the meeting happened. Realistically, how many residents can attend an advisory meeting in the middle of the week, in the middle of a work day. Please consider an evening advisory meeting.

Thank You for considering my comments.  
Kindest Regards,

Cathy Knight  
[REDACTED]

---

**Rte !20 plan**

1 message

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Tom Ward

Thank you for your consideration.

Regards

**Tom Ward**



[Redacted text block]

---

 [Redacted] letter.docx  
18K

Corey Smith  
Bureau of programming  
Illinois Department of transportation  
201 W Center Court  
Schaumburg Il. 60196-1096

RE: Illinois 120 Planning and Environmental Linkage Study

Dear Corey Smith,

My name is Tom Ward. My family and I own property on [REDACTED]. We are a part of a much larger community of land owners that are practicing holistic and adaptive practices to maximize ecological health and diversity. Desirable species, both flora and fauna, have the potential to thrive in this protected island surrounded by urban sprawl. Lake county needs to preserve, enhance and establish open space for the next generations to enjoy. The prior stewards of these properties generously donated their acreage for exactly that purpose.

This small corridor is significant in regard to ecological diversity, and should be considered in your plans. The land surrounding Almond and Casey Rd contains a designated Federal ADID wetlands, and is home to Blue herons, Sandhill Cranes, Trumpeter Swans, Turtles, Beavers, Mink, Woodcocks, White Tail Deer, Geese, and a extensive array of waterfowl. These species are continuously threatened by Almond and Casey rd. traffic and pollution. The importance of the Almond Marsh greater ecosystem has been described and published in, "*Following The Flight*" by Charles S. Potter Jr. The biodiversity in these properties is unique, rare, and important.

Current stakeholders in this corridor include Open lands, Center for Humans and Nature, The Farm foundation, Lake County Forest Preserve, Liberty Prairie Preserve, The Donnelley foundation, and a large quantity of caring residents that have community interests in mind.

Large undeveloped natural spaces are especially rare in this area. Our community yearns for outdoor recreation and decreased traffic. Improvements could open up possibilities that include birdwatching, community engagement with agriculture, outdoor education, and walking trails. In an ever so digital age, connection to the outdoors has never been more important. These roads, and this corridor should no longer be a cut through to avoid Rt. 120. And Rt 137. The plan needs to included.

1. Minimization of traffic in this area.
  - A. Close Almond rd. at Rt 120
  - B. Reduction of speed on Casey Rd.
2. Preservation of the ecological health and diversity.

The Almond and Casey Road community has done their part to preserve this special place in perpetuity. Please consider how your decisions will impact this land for the years to come.

Regards,

The Ward Family





Illinois 120 <il120phase1study@gmail.com>

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## Public Comment

1 message

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**Kathleen O'Connor** [REDACTED]  
To: "Connect@IL120Study.com" <Connect@il120study.com>

Fri, May 24, 2024 at 2:36 PM


Thank you for the opportunity to provide public comment on the Rt. 120 Planning Process. Please see the attached.

Sincerely,

Kathleen M. O'Connor

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

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 **120 letter 5.24.24\_20240524133414.pdf**  
110K



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**LIBERTYVILLE TOWNSHIP**

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May 24, 2024

**KATHLEEN M. O'CONNOR**  
*Supervisor*

Corey Smith, P.E.  
Bureau of Programming  
Illinois Department of Transportation  
201 W. Center Court  
Schaumburg, IL 60196-1096

RE: Illinois 120 Planning and Environmental Linkage Study

Dear Corey Smith,

Thank you for the opportunity to comment on the planning project for IL 120 between Almond Road and IL 60 in Lake County. I was able to attend the April 24<sup>th</sup> Public Information Meeting and was grateful for the chance to ask questions and share my concerns.

Libertyville Township has the privilege and responsibility to steward over 300 acres on the Casey Road corridor and Liberty Prairie Reserve. For over 20 years, the Township has made significant investments in land restoration, stormwater management, and increased public access. The Liberty Prairie Reserve has flourished with the efforts of both stakeholders from the private and public sector. It is a unique partnership from which all in Lake County has benefited.

A reoccurring and increasing concern have been the significant increase and speed of traffic on Casey and Almond Roads. Because of the area's natural habitat, significant wildlife, trail activity and the topography of the roads, the safety of these roads has been an ongoing concern. It is a challenge the Libertyville Township Highway Commissioner has worked tirelessly to address but has had limited success.

During your Rt. 120 planning, please consider the potential increased negative impact to these local roads as previous road widening projects unintentionally impacted the area negatively. Please consider the following opportunities to address the concerns:

1. The reclassification of Casey Road as a Minor Arterial Road to a Minor Collector Road.
2. Given the significant amount of land restoration and trail usage, Casey and Almond Roads could be identified as Scenic Roads. This designation may also allow the speed limit to provide a safer environment for all trail users – pedestrians, bicyclists, and equestrians.
3. Allow for Almond Road to be a dead-end at the Warren/Libertyville Township boundary. This would reduce the amount of traffic and reduce the potential for accidents at Casey and Almond Roads.

Thank you again for the chance to comment on the planning. I look forward to hearing how IDOT incorporates the concerns and opportunities into the final plans.

Sincerely,

Kathleen M. O'Connor  
Supervisor





Illinois 120 <il120phase1study@gmail.com>

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## Village of Grayslake Route 120 Resolution

1 message

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**Bill Heinz** [REDACTED]  
To: IL120 Study <connect@il120study.com>

Wed, May 15, 2024 at 6:20 PM

Hello,

Attached please find Resolution No. 942 recently passed by the Mayor and the Board of Trustees of the Village of Grayslake supporting the PEL Study and also advocating for the design and construction of the Belvidere Road Corridor Road Capacity Plan for immediate relief of traffic backups along the Route 120 corridor.

Please let me know if you need any additional information.

Thank you for your consideration in this important matter.

Bill Heinz

Director of Public Works/Village Engineer

Village of Grayslake

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 **942 - The Need for Improvements on IL Route 120.pdf**  
1416K

VILLAGE OF GRAYSLAKE

RESOLUTION NO. 942

A RESOLUTION ON THE NEED FOR IMPROVEMENTS TO  
ILLINOIS ROUTE 120 (BELVIDERE RD.)

**WHEREAS**, the Village of Grayslake (the "*Village*") has supported appropriate improvements to area roads under the jurisdiction of the Illinois Department of Transportation (IDOT); and

**WHEREAS**, Improvements have been made in the last 20 years to Illinois Routes 45, 137, and 83 in the Grayslake area; and

**WHEREAS**, Illinois Route 120 (Belvidere Rd.) improvements by IDOT have not been sufficient to meet current or projected traffic volumes; and

**WHEREAS**, Illinois Route 120 (Belvidere Rd.) experiences traffic congestion at various locations and at different times; and

**WHEREAS**, the Village of Volo, Round Lake Park, Round Lake, Hainesville, and Grayslake developed the Belvidere Road Corridor Road Capacity Plan; and

**WHEREAS**, this plan includes improvement projects that would alleviate current traffic congestion and provide additional road capacity to handle future projected increases in traffic; and

**WHEREAS**, Grayslake and other villages have continued to advocate for completion of the plan's improvements; and

**WHEREAS**, in 2023 the Grayslake was informed by IDOT that IDOT had begun an Illinois 120 Planning and Environmental Linkage (PEL) study for the corridor; and

**WHEREAS**, IDOT, as part of the PEL process, has requested input from the Village;

**NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND BOARD OF TRUSTEES OF THE VILLAGE OF GRAYSLAKE, LAKE COUNTY, ILLINOIS, as follows:**

**Section 1. Recitals.** The foregoing recitals are incorporated into and made a part of this Resolution as findings of the Mayor and Village Board.

**Section 2: PEL Village Positions.**

- (a) The Village urges IDOT to take immediate steps to complete needed engineering studies and then immediately commence construction of the projects included in the Belvidere Road Corridor Road Capacity Plan.
- (b) The Village continues its long-time opposition to widening of Illinois Route 120 west of Illinois Route 83/Garfield Boulevard outside of its current right of way due to the severe adverse impacts this would have on the overall community, homes, businesses, institutions/schools, and Grays Lake.
- (c) The Village urges IDOT to review it's 2050 traffic projections for Illinois Route 120 and associated CMAP population projections to determine if these projections reflect actual municipal planning in the data of Route 120.

PASSED THIS 7th DAY OF MAY, 2024.

AYES: Trustees: Waldenstrom, Davies, Magretta, Kornit, Vogel

NAYS: \_\_\_\_\_

ABSENT: Trustee Sahu

ABSTAIN: \_\_\_\_\_

APPROVED THIS 7th DAY OF MAY, 2024.

  
\_\_\_\_\_  
Mayor

ATTEST:

  
\_\_\_\_\_  
Village Clerk



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**Route 120 expansion letter to the State**

2 messages

**John Zajicek** [REDACTED]

Fri, Apr 26, 2024 at 8:12 AM

To: "connect@IL120study.com" &lt;connect@il120study.com&gt;

Cc: [REDACTED]

Dear Mr. Smith:

Attached please find our thoughts and concerns about the possible expansion of Route 120. Although I need to keep looking, I believe the State already owns a nice portion of land to the south side of Route 120 across from us. Thanks for your time and please call me with any questions.

Thanks,

John

John Zajicek

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED] [REDACTED]  
[REDACTED]

**Rt 120 Expansion letter to the State.pdf**

215K

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**IL120 Study** <connect@il120study.com>

Mon, Apr 29, 2024 at 12:44 PM

To: [REDACTED]

[Quoted text hidden]

**Rt 120 Expansion letter to the State.pdf**

215K

# CHAIN O'LAKES MOBILE HOMES, INC

24430 W. HWY 120  
GRAYSLAKE, IL 60030  
Office (847) 546-3154  
Fax (815) 235-2261

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April 26, 2024

Illinois Department of Transportation  
Attn: Bureau of Programming, Corey Smith, P.E.  
201 W Center Court  
Schaumburg, Illinois 60196

RE: Route 120 Corridor Expansion

Via: US mail and e-mail ([connect@IL120study.com](mailto:connect@IL120study.com))

Dear Mr. Smith:

I am the President of our family business located on the northeast corner of Route 120 and Fairfield Road, unincorporated Grayslake. We have been in the mobile home business at this location for over 60 years and we provide sustainable affordable housing that is mainly made up of seniors, disabled, and low-income people.

There is currently a shortage of affordable housing in Grayslake and the surrounding communities which is not funded by the government. We provide that. With the current plans for the expansion of Route 120 and the future expansion of Fairfield Road, I hope you consider the negative impact certain designs will have on our residents and business.

In no particular order, below are some of our concerns:

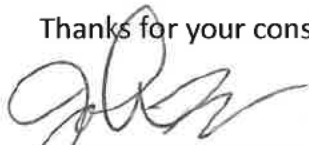
1. Economics- 3 of the 4 corners are vacant land. Having the expansion of Route 120 to the south and Fairfield Road to the west would save the taxpayer money by not only retaining the amount of affordable housing but also the cost of relocating the seniors, disabled, and low-income people. Also, I believe the state already owns more land on the south side of Route 120. If so, this would not only benefit our business and the current residents but also reduce eminent domain cost, relocation costs and the disruption of homeowners.
2. Air Quality and Noise- Expanding Route 120 to the North would increase the air and noise pollution to current residential homes.

3. Political/Social- Removing any affordable housing in Lake County is an unpopular move as it is a difficult market for identifying and replacing affordable sustainable housing.
4. Vegetation- Our community adjoins a well-maintained cemetery and the Forest Preserve to the east. The park itself has many mature trees and an abundance of vegetation. In keeping with the intent of Lake County and the implication of its name, we believe a better alternative is to expand the road in the open fields to the south of 120 and the vacant/storage area to the west of Fairfield Road. This would not disrupt the residential homes or the mature and nice-looking landscape.
5. Turn lanes- We currently have 2 main entrances and 1 emergency entrance (also used to move homes in and out). Our concern regarding our main community entrance on Route 120 is that you will make it a "right in and right out only" and will also locate it further to the east. This becomes very difficult for residents wishing to head east out of our community. This will also have a major health and safety impact on ambulances that are going to the hospitals, since they all head East. Although the Fairfield entrance will not be impacted at this time, at some point Fairfield Road will be expanded and any change in our Route 120 entrance will impact the future Fairfield entrance.

In closing, we are a small family business that caters to affordable housing and have been operating at the same location since 1962. Expanding Route 120 to the vacant land to the south and expanding Fairfield Road to the vacant land to the west will make the most economic and political sense with the least impact on the residents or our business.

If you have any questions or would like to talk about this further, please call me at 815-235-2260.

Thanks for your consideration,

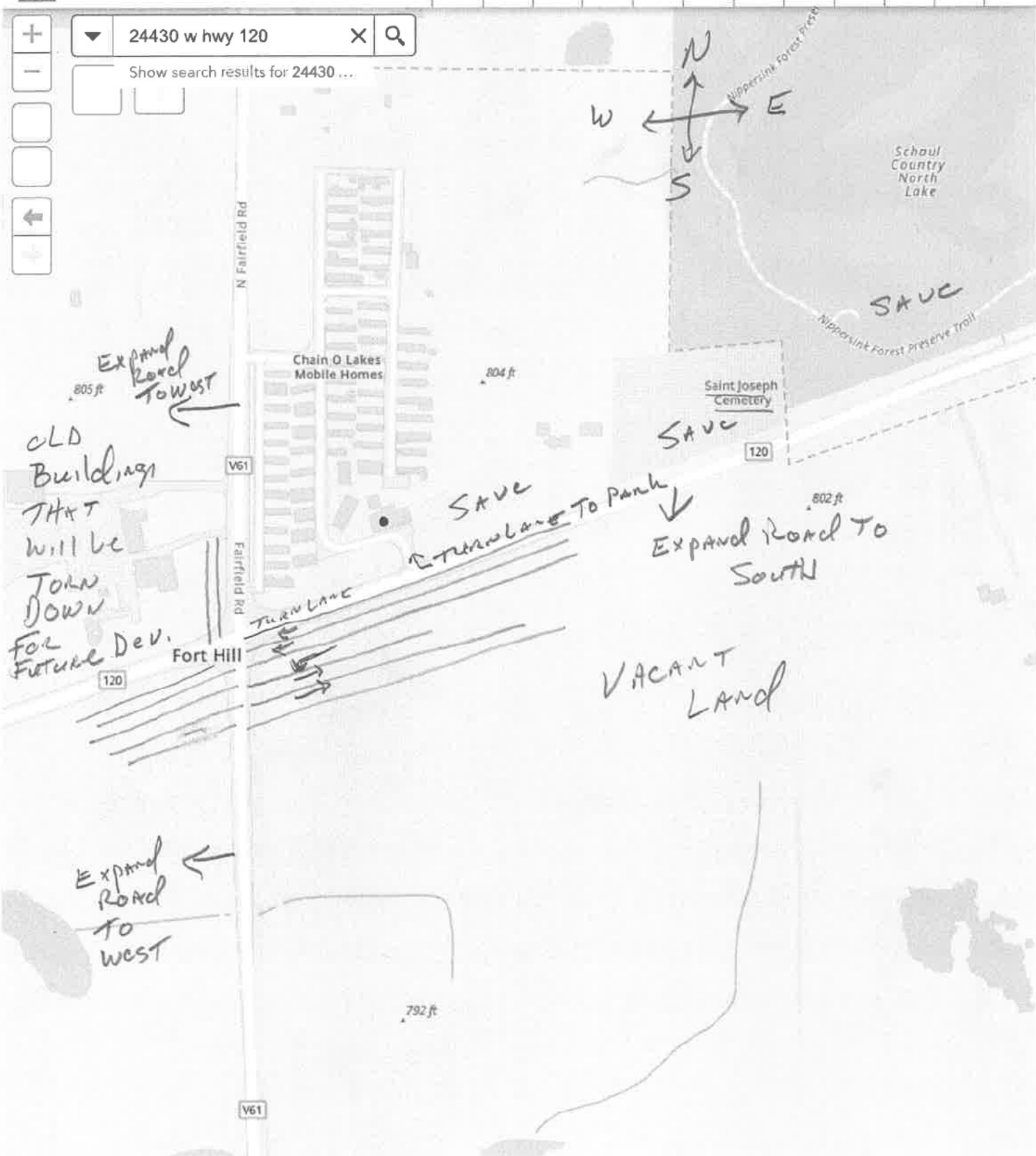


John Zajicek, President  
Chain O'Lakes Mobile Homes, Inc





Show search results for 24430 ...



300ft



24430 w hwy 120



Show search results for 24430 ...



N Fairfield Rd

V61

Chain O Lakes Mobile Homes

805 ft

Fort Hill

Fairfield Rd

V61

Schau Country North Lake

Saint Joseph Cemetery

802 ft

120

802 ft

N Bacon Rd

N Bacon Rd

811 ft

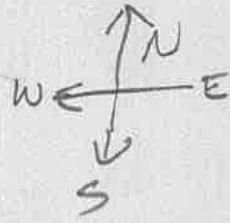
Cedar Lake Rd

V63

V63

S Cedar La

Jef W  
Roa



Wipersink Forest Preserve Trail

Wipersink Forest Preserve Trail

ROUTE 120

SAVE  
STATE OWNS more Land on THIS side of RT 120  
VACANT LAND

600ft



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## Seeking more public engagement

1 message

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Barbara Klipp [REDACTED]

Fri, May 10, 2024 at 9:14 PM

To: "connect@il120study.com" <connect@il120study.com> [REDACTED]

Hi All –

In speaking with some of my colleagues, we are all surprised that these meetings are not subject to OMA but, even if it is not required, we would like to ask that you follow OMA protocols such as posting meeting notices, agendas, minutes, presentations and videos of the meetings on the website. We would also like for the public to be able to view and give public comment at the meetings. This is an important issue to many people in the area and many cannot attend the meetings particularly during daytime work hours so making videos available is important for both transparency and accountability.

Many of us just served on the ILGA Task Force about Rt. 53 and while we realize that this is not a general assembly task force, we thought it would be helpful for you to see the kind of format we are seeking.

<https://dnr.illinois.gov/programs/ilrte53landexpansion.html#:~:text=The%20Illinois%20Route%2053%20Expansion,Route%2053%20in%20Lake%20County>.

I had asked about how members of the public could join and was told to have them email a request to someone. I shared the info and had a colleague who said he sent in an email in the instructions but was never sent a link.

Lastly, would it be possibly to run the meetings from a non-proprietary format so there is no barrier for entry to some?

Thanks for your consideration.

Barbara Klipp

Midwest Sustainability Group  
[REDACTED]



Illinois 120 <il120phase1study@gmail.com>

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## Public Comments on IL 120 Project from 17665 W Casey Rd

1 message

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**Alexander Ripley** [REDACTED]

Mon, May 20, 2024 at 5:45 PM

To: Connect@il120study.com

Cc: [REDACTED]

Hi -

Please find attached our public comments regarding the IL 120 Project.

Sincerely,  
Alex Ripley and Ted Steinemann

[REDACTED]



**Public Comments\_ Illinois 120 Planning and Environmental Linkage Study - Ripley Steinemann.pdf**

39K

May 20, 2024

Corey Smith, P.E.  
Bureau of Programming  
Illinois Department of Transportation  
201 W. Center Court  
Schaumburg, IL 60196-1096

RE: Illinois 120 Planning and Environmental Linkage Study

Dear Corey Smith,

We are writing to provide public comment on the Illinois 120 Planning and Environmental Linkage Study. As residents at [REDACTED], we share many of the concerns raised by Openlands in their May 14, 2024 letter regarding this project.

Our family, including our two young children, has made significant investments in conservation on our property, which is protected by a conservation easement held by Openlands. We deeply value the verdant landscape, wildlife habitats, and extensive trail network in this area. However, we are extremely concerned that the mischaracterization of Casey Road as a "minor arterial" has led to severely detrimental traffic impacts that threaten public safety, degrade our conservation investments, and negatively impact our quality of life.

As parents, our primary concern is the safety of our children. Despite the lower density of our area, we still constitute a neighborhood where families should feel safe and comfortable. We should feel secure in the knowledge that our kids can play safely on our front lawn without the constant fear of speeding vehicles, reckless driving, or illegal heavy truck traffic. Moreover, we should be able to pull out of our driveway and make a left turn across oncoming traffic without putting our lives at risk. Unfortunately, the current situation on Casey and Almond Roads, with frequent street racing and reckless driving, has robbed us of this sense of security.

The traffic conditions on Casey and Almond Roads are so dangerous that we cannot even contemplate allowing our children, or even ourselves, to ride a bicycle on these streets. This is especially disheartening given the proximity of the nearby trails, which we have no safe, designated access to due to the hazardous road conditions.

Casey and Almond Roads are completely overwhelmed by cut-through traffic seeking to avoid congestion on IL 120. While Casey Road may have historically been used as a cut-through, the land use and ecological value of the area have changed significantly over time. The Liberty Prairie Reserve is now a unique and rare ecological asset in an ever-developing landscape dominated by cars. The endless prioritization of motorists across this special and publicly accessible rural landscape comes at a great peril to the safety of residents and the ecological health of the region.

We are deeply concerned that changes to IL 120 could further exacerbate these serious existing issues by diverting even more traffic onto Casey and Almond Roads. It is imperative that IDOT's project does not worsen these already unacceptable conditions.

Instead, we urge you to use this IL 120 project as an opportunity to holistically re-assess the road network in this area and implement solutions. Key priorities should include:

1) Reclassifying Casey Road to a lower-speed design that is not characterized as a minor arterial, to reflect the significant changes in surrounding land use and enable appropriate traffic calming measures that are unavailable to us given the current 45 mph speed limit.

2) Closing Almond Road at the IL 120 intersection and implementing aggressive traffic calming measures on Casey Road, to reduce cut-through traffic and to better control traffic that continues to cut through.

3) Ensuring any changes to IL 120 reduce traffic on Casey and Almond Roads rather than inducing more traffic to these overburdened roads.

The Liberty Prairie Reserve is a unique ecological and community asset of national significance. Our family and our neighbors have invested deeply in stewarding this land, but the existing traffic conditions diminish our quality of life, threaten our safety, and degrade the public benefits of our conservation efforts. Please use this project as an opportunity to improve, rather than worsen, these serious concerns.

Thank you for your consideration of our comments. We look forward to further dialogue on this important project.

Sincerely,

Alexander Ripley and Edward Steinemann



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## Reduce traffic on Almond and Casey Rds

1 message

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Ben Van Heirseele [REDACTED]  
To: Connect@il120study.com

Thu, May 23, 2024 at 4:33 PM

Hello,

I am a homeowner in [REDACTED] and am writing to provide my perspective on the 120 Study. Over my 10 years of living here Casey Rd has become more dangerous and is overcrowded with traffic which is degrading the area. I have 3 daughters who are no longer able to ride their bikes on Casey Rd. We've also had several cars cutting through the neighborhood at very high speeds endangering children. My oldest daughter's bus stop is on Casey and Liberty and multiple times this year cars have passed the stop bus almost causing accidents with oncoming traffic. The traffic is backed up so often that there have been panhandlers on Casey Rd and 45 for a couple of years. Please do whatever you can to reduce speed and traffic in this area of the county that is revered for its nature and community use.

I've copied a portion of Mike Roach and David Whitmore's letter as I completely agree with their assessment and requests.

From Mike Roach and David Whitmore:

We are deeply concerned that changes to IL 120 could further exacerbate these serious existing issues by diverting even more traffic onto Casey and Almond Roads. It is imperative that IDOT's project does not worsen these already unacceptable conditions.

Instead, we urge you to use this IL 120 project as an opportunity to holistically re-assess the road network in this area and implement solutions. Key priorities should include:

- 1) Reclassifying Casey Road to a lower-speed design that is not characterized as a minor arterial, to reflect the significant changes in surrounding land use and enable appropriate traffic calming measures that are unavailable to us given the current 45 mph speed limit.
- 2) Closing Almond Road at the IL 120 intersection and implementing aggressive traffic calming measures on Casey Road, to reduce cut-through traffic and to better control traffic that continues to cut through.
- 3) Ensuring any changes to IL 120 reduce traffic on Casey and Almond Roads rather than inducing more traffic to these overburdened roads.

The Liberty Prairie Reserve is a unique ecological and community asset of national significance. Our family and our neighbors have invested deeply in stewarding this land, but the existing traffic conditions diminish our quality of life, threaten our safety, and degrade the public benefits of our conservation efforts. Please use this project as an opportunity to improve, rather than worsen, these serious concerns.

Sincerely,

Ben Van Heirseele  
[REDACTED]



Illinois 120 <il120phase1study@gmail.com>

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## Public Comments from Sandra and David Whitmore - PDF Version

1 message

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**Alexander Ripley** [REDACTED]  
To: Connect@il120study.com

Thu, May 23, 2024 at 10:58 AM

My neighbor originally forwarded the attached letter in a file format that may be difficult to access. I'm sending along a PDF version for your convenience. We wholeheartedly endorse all of their comments as well.

--Alex Ripley and Ted Steinemann

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 **Whitmore IL 120 Public Comments.pdf**  
46K



May 22, 2024

Corey Smith, P.E.  
Bureau of Programming  
Illinois Department of Transportation  
201 W. Center Court  
Schaumburg, IL 60196-1096

RE: Illinois 120 Planning and Environmental Linkage Study

Dear Corey Smith,

The Liberty Prairie Reserve is the largest and most centrally located conservation area in Lake County. Casey Road and Almond Road cut through the middle of it.

Since we moved to Casey Road in 1997 we have envisioned Casey and Almond Roads with numerous scenic pullouts to look at the Township prairies and to walk on the trails. At almost 6,000 acres this is Lake County's major conservation area known as the Liberty Prairie Reserve with rolling hills and beautiful vistas. Its use should be expanded, not by allowing cut-through traffic to speed by this lovely land, but by calming the traffic so the land can be enjoyed. Almond and Casey Roads are two of the very few scenic roads left in Lake County. They need to be protected.

Some of the organizations and individuals who have preserved this land over the years:

- The Libertyville Township Board, at great cost and great effort, is improving the natural habitat and scenic beauty of the road by replacing worn out farm fields with prairies and wetlands on hundreds of acres. This will cause the wildlife populations to increase with more wildlife crossings of Casey and Almond Roads. The area is already home to several Illinois endangered species of plants and animals. Eleven of the 24 endangered birds, four of the 19 endangered fish, two of the 13 endangered reptiles, and four of the 251 endangered plants have been identified in the Liberty Prairie Reserve. More are coming as restoration efforts mature.
- Many of the residents of the two roads have spent a great deal of time and money restoring prairies, wetlands, and woodlands on their private property.
- Conserve Lake County now Openlands dedicated itself to conservation efforts in this area for the past thirty years.
- Libertyville Township, working with Openlands, has invested tens of thousands of hours of volunteer time restoring land along these roads. This is long-term effort by hundreds of people.
- The Gaylord and Dorothy Donnelley Foundation has donated land to be conserved along the two roads so it is protected in perpetuity. The Foundation has also made numerous grants to Openlands work.
- The Liberty Prairie Foundation donated over a million dollars to conservation efforts around the two roads.
- George Ranney, Sr., Gaylord Donnelley, and Charles Potter bought any land that was for sale in the area to protect it from development. They would then hold the land until they could find a conservation buyer who would protect it. They passed the land to the new buyer without any profit to themselves.
- The Milne family started restoring native plants and trees on their Casey Road land in the 1960's and their grandchildren continue refining that restoration today.

- Openlands recognizes the importance of the area and holds several conservation easements here.
- The Illinois Nature Preserve is active in restoring lands alongside these roads.
- The Lake County Forest Preserve has restored Almond Marsh.
- Between Strachan Donnelley and Liz Uihlein, \$2,300,000 was donated to the Casey Farm project. The National Farm Foundation now owns this land and is building a new headquarters in addition to restoring the land.
- Several area residents have conservation easements on their private properties which lowered the value of their land but protected it from development. One has to love the land to do that.

This is no small thing. Events like those above do not happen without a very, very strong cause. People deeply believe in conserving this land. And it is all being degraded by the huge number of vehicles using Casey Road when they should be on roads designed and built for heavy traffic.

What we would like to see happen to Casey and Almond Roads:

- The Casey Road designation is changed from a Minor Arterial Road to a Minor Collector Road. (The Minor Arterial Road designation is just plain wrong.)
  - Casey and Almond Roads designated as Heritage Roads or Scenic Byways with numerous places to parallel park along the road so people are able to appreciate the land.
  - No passing signs attached below each of the speed limit signs.
  - A 30 mph speed limit is posted on both roads. (Both Highways 21 and 45 are four lanes divided roads with 45 mph speed limits. Casey and Almond Roads are narrow, two-lane, very hilly roads also at 45 mph. How does this make sense?)
  - Three-way stop signs are installed at Casey and Almond Roads.
  - A speed table is located where the trail crosses Casey Road.
  - The length of time the left turn arrow is active at both ends of Casey Road is cut in half.
- \*Almond Road is closed at Highway 120 making it a cul-de-sac entered from Casey Road.

The proposed improvements to Highway 120 should help the Casey and Almond Road problems but the suggested improvements will not solve them. The Highway 120 project scope needs to be expanded to protect the Liberty Prairie Reserve by reducing the daily traffic.

Sincerely,

Sandra and David Whitmore





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**Public Comment Attn: Bureau of Programming, Corey Smith, P.E.**

1 message

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**Chrissy Carlson** [REDACTED]  
To: Connect@il120study.com

Thu, May 23, 2024 at 10:15 PM

May 23, 2024

Corey Smith, P.E.  
Bureau of Programming  
Illinois Department of Transportation  
201 W. Center Court  
Schaumburg, IL 60196-1096

RE: Illinois 120 Planning and Environmental Linkage Study

Dear Corey Smith,

We are writing to provide public comment on the Illinois 120 Planning and Environmental Linkage Study. As residents at [REDACTED] we are concerned by the increase in traffic on Casey Road between Milwaukee Avenue and Route 45.

We have two young children and are concerned for their safety, as well as our own, and that of our neighbors and their children. We're specifically concerned with the speed the cars are going and that more and more of them seem to be coming down Casey Road and through our horseshoe shaped subdivision.

On May 14th, someone left part of their car in our front lawn, and ran over our red LFPD street number sign. This isn't the first time this has happened. Thankfully, no children were in the front lawn when this vehicle came through. We have a shared circle driveway that people come through and turn around in. We are currently working to widen and repair our driveway due to all of the extra traffic it receives, and this isn't cheap. But money isn't the biggest of our concerns. The damage that a 4000 pound vehicle could do to a human, especially a child, is our big concern.

As parents, we are incredibly concerned about the safety of our children. We have no sidewalks and our children like to walk their dogs and ride their bikes, however, the speeding traffic coming off of Casey Road, looking for a turnaround or another shortcut (there isn't one), threatens our children's safety.

For Libertyville High School students, the buses will not come through our subdivision and the older children in our neighborhood have to stand out by Casey Road to wait for their bus. And again, they have no sidewalks to walk up to the bus stop on, they have to walk down the road. More than once, speeding cars have run off of Casey road in the area where high school kids wait for their bus. Thank God the kids weren't standing out there when a car did this.

Taking a left onto Casey Road out of our subdivision, can take awhile when traffic is backed up past Liberty Road or Ranch Road. Our daughters participate in youth sports 2.3 miles from our house that we need to leave 30 minutes early for, so that they aren't late. I know that traffic at 5:00 can be difficult in many places, but I'm shocked at how hard it can be to pull out of my own subdivision. When there isn't a long line of traffic

slowing cars down, it can feel like you're taking your life in your own hands, just trying to pull out onto Casey Road.

Any driving down Casey Road can cause anxiety if you're a speed limit driver. We are often tailgated, honked at, swerved at from behind, and illegally passed. Christina walks or bikes from and back to the auto repair shop when dropping her car off and picking it up (Pit Shop Auto Repair) 0.6 miles from our house, and feels like she might get run over. She even gets honked at. As a former triathlete, this shouldn't be such a scary trip to take.

Thirty years ago, the women in our neighborhood said they could walk down Casey Road side by side. Now we're worried about walking down the roads off of Casey Road.

The volume of traffic has many negative impacts on our lives, and we are incredibly concerned about ours and our neighbors safety.

We also do not agree with Casey Road being categorized as a minor arterial or the 45 mph speed limit. It is unsafe for the residents who live off of Casey Road. Casey Road should not have the same speed limit as Milwaukee Avenue and Route 45. They are very different roads.

As improvements are being made, please help us so that IDO's project does not worsen the conditions the residents of Casey Road already deal with.

Please reclassify Casey Road to a lower-speed design that is not characterized as a minor arterial and ensure any changes to IL 120 reduce traffic on Casey Road rather than inducing more traffic to these overburdened roads.

Thank you for your time and consideration of our comments.

Sincerely,

Jacob and Christina Carlson

[REDACTED]  
[REDACTED]

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**IL 120 Study - Comment Form**

1 message

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**Tom Rasmussen** <tjrasmussen83@gmail.com>  
To: connect@il120study.com

Thu, May 2, 2024 at 5:03 PM

**Contact Information:**

Tom Rasmussen

**Comments:****Pedestrian/Bicycle Connectivity:**

A dedicated bicycle / walking trail and/or sidewalk connecting Millenium Trail at Fish Lake Road, to Nippersink Forest Preserve, to Almond Marsh Forest Preserve would greatly improve access to the Lake County Forest Preserve system for residents living along this corridor.

It is anticipated that IDOT will be working in close partnership with local municipalities and, in this instance, the Lake County Forest Preserve to coordinate long range planning of their trail system.

Pedestrian use of 120 from Lincoln Ave east to Ivanhoe Road, for residents needing to walk to the closest grocery store, is severely restricted by the lack of sidewalk/trail (or in some locations a safe shoulder) and further hindered by the lack of signalized pedestrian crosswalks at the 120 & 83 intersection. Pedestrian use is also hindered from Prairie View School / Misty Lane east to Belle Ct by the lack of sidewalk, and in some locations a safe shoulder.

**Aesthetics:**

The visual condition of significant sections of 120 in Grayslake, particularly between Bluff Avenue east to Ivanhoe Road, visually reflect an undue lack of aesthetic concern. Wide swaths of ragged gravel shoulder and imperceivable separations between the roadway and adjacent property owner paved parking area do not reflect the elements of good design and are not very welcoming. The parkways along this section of the road should be improved and full curb and gutter provided with well defined entrance drives to adjacent property owners parking lots. Street parking should not be allowed along 120 at any location.

**Aesthetics/Traffic Flow:**

If 120 is widened, for the section between Lake Street & Route 83, please consider working with a landscape architect and the Village of Grayslake to develop a street design that uses uniform lighting standards, narrow lanes, reducing traffic speeds and potentially a landscaped median with limited left turns, all to create a sense of space and reflect the welcoming nature of the Grayslake's Central Business District.

**Congestion/Train Crossing:**

The railroad crossings along 83 at 120 has frequent freight trains taking up to 5 minutes to clear the crossing, creating significant backups during any time of the day including during rush hour. A grade change crossing would reduce congestion in both directions.

Thank you.

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**Illinois 120 Planning and Environmental Linkage Study Comment Letter**

2 messages

**Emily Reusswig** [redacted]  
To: "Connect@IL120Study.com" <Connect@il120study.com>  
Cc: Sarah Surroz [redacted]

Tue, May 14, 2024 at 12:43 PM

Dear Corey,

On behalf of Openlands, please accept the attached comment letter into the Illinois 120 Planning and Environmental Linkage Study's public records. Openlands appreciates the opportunity to give feedback, and thank you for inviting stakeholders, agencies, and the public to collaborate with IDOT on a shared vision and comprehensive strategy for Route 120 in Lake County. Please feel free to reach out to me or my colleague Sarah Surroz, who is copied on this email, if you have any questions.

Thank you!

Best,  
Emily

**Emily Reusswig**  
Vice President of Conservation & Policy  
She/her



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 [redacted] 120 Comment\_Openlands.pdf  
239K

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**IL120 Study** <connect@il120study.com>  
To: [redacted]

Mon, May 20, 2024 at 3:26 PM



May 14, 2024

Corey Smith, P.E.  
Bureau of Programming  
Illinois Department of Transportation  
201 W. Center Court  
Schaumburg, IL 60196-1096

RE: Illinois 120 Planning and Environmental Linkage Study

Dear Corey Smith,

Thank you for inviting stakeholders, agencies, and the public to collaborate with IDOT in creating a shared vision and comprehensive strategy for the IL 120 corridor between Almond Rd and IL 60 in Lake County. Please accept this letter into the project's public comment record and let us know how Openlands can further support IDOT in this process.

Openlands is a 60-year-old nationally accredited land trust based in Chicago that works throughout northeastern Illinois and the surrounding region. We work across areas to advance nature-based solutions to climate change, improve the health and well-being of communities, and create a more verdant region for all. Our 23 conservation easements, totaling 1,250 acres of open space, make up the core of the Liberty Prairie Reserve, a 5,800-acre macrosite of prairie, wetlands, and woodlands where public and private partners have protected open space and invested millions of dollars in ecological restoration, recreational trails, and businesses which provide significant public benefits which rely upon and are impacted by transportation.

The Illinois Nature Preserves Commission, Lake County Forest Preserve District, and Libertyville Township Open Space District are among the Liberty Prairie Reserve's public landowners. Nonprofits at the Reserve include the Center for Humans and Nature, Farm Foundation, and Liberty Prairie Foundation. A thriving land-based economy supports agriculture, arboriculture, golf, and equestrian businesses. Additional businesses and facilities that employ large numbers of people include a school, hospital, senior center, train station, grocery store, hotel, gas station, and churches. Openlands does not represent these entities; we mention them simply to bring to your attention the enormous concentration of investment, expertise, and resolve within this unique area.

Within this macrosite is an unusual abundance of natural resources, which includes threatened and endangered species, two Illinois Natural Areas Inventory sites, three Illinois Nature Preserves, the headwaters of Bulls Brook, and seven US EPA-designated ADID wetlands.

We request that IL 120 improvements are approached with the goal of protecting this uniquely verdant landscape and the lives of all who live and work here in ways that reduce congestion and improve safety. We believe this calls for the highway's centerline to remain in its current location, for the railroad underpass at Route 83 to be promptly constructed, and for the parcels previously acquired for the 'Route 120 Bypass' to be transferred to others.

Our hope is that IL 120 improvements will also feature best practices for climate change mitigation and natural area protection. By maintaining a healthy tree canopy along the corridor, we can mitigate temperatures and support stormwater management. By rinsing highway mowers, we can restrict the spread of invasive species. And with judicious use of road salt alternatives, we can support water quality and aquatic resources. It's exciting to see the number of officials who increasingly recognize that these are all practices that can also enhance the beauty, livability, and economic viability of the communities along this corridor.

This project creates an opportunity to reduce vehicular issues on the adjacent Almond and Casey Roads, which bisect the Liberty Prairie Reserve. Unfortunately, these roads have become cut-through speedways for the many motorists who seek to avoid IL 120 congestion, leading to what has now become an alarming level of vehicle crashes, injuries, and wildlife deaths. We believe solutions might include the closure of Almond Road at its intersection with Route 120, along with IDOT support for traffic calming measures on Casey Road.

We look forward to partnering with IDOT on this project and hope the superb resources of Lake County's Stormwater Management Commission, Forest Preserve District, and Planning Department, along with those of the municipalities within the corridor, are fully leveraged for it. As you proceed, please do not hesitate to reach out to me at [ereuswig@openlands.org](mailto:ereuswig@openlands.org) or Sarah Surroz, our Director of Lake County Programs, at [ssurroz@openlands.org](mailto:ssurroz@openlands.org). Thank you.

Sincerely,

A handwritten signature in blue ink that reads "Emily Reuswig". The signature is written in a cursive style and is positioned above the typed name.

Emily Reuswig  
Vice President of Conservation and Policy  
Openlands





Illinois 120 <il120phase1study@gmail.com>

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## Comments on IL 120 study

1 message

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**Barbara Klipp** [REDACTED]

Fri, May 24, 2024 at 3:33 PM

To: "scott.manning@hdrinc.com" <scott.manning@hdrinc.com>, "connect@il120study.com" <connect@il120study.com>

Attached please find comments on the IL 120 PEL study on behalf of Midwest Sustainability Group and the Green Corridor Coalition.

Respectfully,

Barbara Klipp



**Final 120 study comments.pdf**

590K

Corey Smith, P.E.  
Bureau of Programming  
Illinois Department of Transportation 201 W. Center Court  
Schaumburg, IL 60196-1096

RE: Illinois 120 Planning and Environmental Linkage Study

Dear Mr. Smith,

Thank you for the opportunity to comment on the Route 120 Planning and Environmental Linkage Study. I'm submitting these comments on behalf of Midwest Sustainability Group and the Green Corridor Coalition, an alliance of regional civic and environmental organizations and local neighborhood groups that advocates transportation and land-use planning that alleviates traffic congestion in Lake County, protects the area's treasured natural resources, and makes the most judicious and cost-effective use of limited public funds while protecting its treasured natural heritage. My organization, Midwest Sustainability Group, belongs to the Green Corridor Coalition.

While the Route 120 Planning and Environmental Linkage Study is still in its embryonic stages – and we look forward to future opportunities to voice our reaction to critical milestones still pending in the process – we want to emphasize at this early juncture two key convictions we urge the Illinois Department of Transportation (IDOT) to embrace as this exercise evolves:

**1. The study should focus on improvements that would reside within the existing configuration, right-of-way, and centerline of Illinois Route 120.**

We believe this strategy will unleash the seismic potential to reduce the congestion that is embodied in the infrastructure already on the ground. It is also a blueprint that insulates the public and the natural environment from traumatic harm without inflicting gratuitous costs on the taxpayers or compromising the integrity of the environment.

To that end, we favor a preferred alternative that adopts the approach prescribed in the Belvidere Road consensus plan developed by the Villages of Grayslake, Volo, Hainesville, Round Lake and Round Lake Beach. This preferred alternative would include a robust mosaic of improvements to existing infrastructure many of which have undergone previous study and could be considered to be shovel-ready. Grade separation at the intersection of IL Rt. 120 and IL Rt. 83 is believed by all to be the number one project to relieve congestion in the area.

In addition to the items in the village's Belvidere Road Corridor Capacity Plan, we'd like to suggest the following :

- Consideration of multi-lane roundabouts at Allegheny Rd and 120, Hanesville Rd and 120 IL Rt. 134 and 120 and IL Rt. 60 and 120.
- Expansion of Route 60 to four lanes between Petersen and IL 120, thereby creating a bypass using existing Petersen Rd and existing IL Route 60.
- Greater service hours and weekend routes on Metra North Central Line
- Adding bus stop pads and shelters along 120 and any other alternative considered
- Adding bike and ped lanes

- Traffic Demand Management
- More lighted crosswalks

Because several of these projects have already been subjected to scrupulous analysis in previous generations of study and have garnered widespread support, we harbor concerns that this nascent Route 120 Planning and Environmental Linkage Study could negate the progress already made toward making these tangible improvements a reality and accelerating the pace of congestion relief on this critical artery.

Indeed, we worry that IDOT's decision to revisit these projects within the confines of another study is akin to reinventing the wheel of Route 120 improvement plans when the actual wheels of motorists on Route 120 remain stalled in congestion. Action on the enhancements listed above, for instance, could yield appreciable and imminent benefits in mitigating congestion. But by subjecting them to another study, IDOT risks that its analysis of traffic congestion on Route 120 will, itself, function as the nemesis to its relief.

To ensure that doesn't happen, IDOT should clarify that completion of this Route 120 Planning and Environmental Linkage Study in the aggregate – a process that could take years – is in no way a barrier to beginning construction on the individual projects within its scope that have already crossed key planning and programming thresholds and generate widespread support.

## **2. Study of a proposed Route 120 Bypass is unwarranted and unwise.**

A proposed Route 120 Bypass has resurfaced episodically over the past several decades, usually in conjunction with the now-extinct bid to extend Illinois Route 53. The bypass is a project that remains no less financially infeasible, environmentally harmful, or politically divisive as its ignominious Route 53 sibling.

While the bypass has not explicitly figured into scope of this Route 120 study so far, this study should not be used, in the future, as a vessel to resurrect it. The reasons for this caution are myriad and almost too numerous to catalog.

To begin, the bypass would be detrimental to the quality of the human environment by bisecting the Medrona community in Round Lake and by bringing increased air pollution, noise pollution and light pollution to many communities – including but not limited to the communities of Arbor Vista in unincorporated Lake County, Prairie Crossing in Grayslake, Canterbury Estates in Grayslake, and several other communities to the south of 120 between IL Rt. 83 and Alleghany Rd. in Grayslake.

And according to previous studies by the Blue Ribbon Advisory Commission and the Tollway in the Tri County Access Study, the bypass would be environmentally devastating by seriously impacting the Almond Marsh Forest Preserve, The Liberty Prairie Reserve, The Big Sag Wetlands, the wetlands south of existing 120 in Hainesville and probably the Volo Bog State Natural area depending on the configuration.

In addition, there are the following hazardous environmental repercussions from the bypass to take into account:

- **Water, wetlands and flooding:**

- Increased impervious pavement has several negative impacts including increased flooding and sediment load in our streams and waterways
  - Headwaters of Mill Creek (per Lake County Stormwater Management (SMC) video from Illinois Route 53 Land Expansion Alternative Use Task Force Meeting on 1/28/23 <https://multimedia.illinois.gov/dnr/DNR-Route53-Expansion-Land-Alternative-Use-Task-Force-012822.html> minute 53:53)
    - Currently has impairment from Cornerstone/Alter Group Development in Grayslake
    - Sediment load impacting downstream water quality
    - SMC currently has a stabilization program upstream which will include this area
  - There are many US EPA-designated ADID wetlands in this area including in Almond Marsh/Liberty Prairie Reserve and the Big Sag Wetlands. They are connected to streams; one set connects to the DesPlaines watershed and one to the Fox watershed.
  - The proposed bypass would run through significant flood hazard areas which would increase flooding in the area.
- **Threatened and Endangered Species (T & E) in the bypass impact zone:**  
This list is from the Illinois Natural History Survey done as part of the Tri-County Access Project (starting on p. 1135 of <https://www.lakecountyil.gov/DocumentCenter/View/34321/Tri-County-Access-Executive-Report-and-Appendices-> )
  - **24 total T & E species:**
    - **Federally Endangered:**
      - Rusty patched bumblebee (see U.S. Fish and Wildlife High Quality Habitat map of area below)
      - Karner blue butterfly
    - **Federally Threatened:**
      - Eastern prairie fringed orchid
      - Northern long-eared bat
      - Rufa red knot
    - **State Endangered:**
      - Blanding's turtle
      - Black tern
      - Fern pondweed
      - Water marigold
      - Blacknose shiner
      - Pugnose shiner
      - Yellow-headed blackbird
      - Common gallinule
      - Black-crowned night heron
    - **State Threatened:**
      - Least Bittern
      - Golden sedge
      - Richardson's rush
      - Blackchin shiner
      - Grass-leaved pondweed
      - Banded killfish

- Iowa darter
- Starhead topminnow
- Pale vetchling
- Downy Solomon's seal

U.S. Fish and Wildlife map of High-Quality Habitat for Rusty patched bumblebee:  
<https://www.fws.gov/species/rusty-patched-bumble-bee-bombus-affinis/map>



- Other Negative environmental impacts as documented by Illinois Natural History Survey done as part of the Tri-County Access Project (starting on p. 1135 of <https://www.lakecountyil.gov/DocumentCenter/View/34321/Tri-County-Access-Executive-Report-and-Appendices-> )
  - 4.16.3 Wildlife Corridors Within Corridor 20:
    - Several wildlife corridors are present that may allow wildlife resources to travel between protected lands.
      - At MP 7.9 (west of Ivanhoe Road), a tributary to Mill Creek provides a potential wildlife corridor crossing to a large wetland complex within agricultural land south and west of the corridor.
      - Between MP 10.1 and 10.6 (east of US 45) are several potential wildlife corridor crossing locations of Almond Marsh Forest Preserve, including in the vicinity of a wetland complex (north of the corridor) and along an unnamed tributary to Almond Marsh that connects to an ADID wetland (south of the corridor).
      - At MP 11.1 (east of Almond Road) is a potential wildlife corridor crossing between an ADID wetland on the north side of the corridor and Almond Marsh Forest Preserve on the south side of the corridor.
  - 4 forested areas greater than 20 acres impacting 309 acres
  - 3 HSRPA Archaeological Sites/12 affected sites
  - 1 INAI area (and impacts 2 INAI areas totaling 99.8 acres)
  - 1 Nature Preserve (though we believe there are 2 Illinois Nature reserves)
  - 6 local/county/state parks or forest preserves (affecting 437.5 acres)
  - 3 streams/5 affected streams
  - 8.9 wetlands (27 acres included and affecting 331 acres)

- 92.6 acres of affected open water
  - 523 noise receptors
  - 1 priority high-risk special waste site
- Salt Spray on existing 120 or the bypass would have devastating impacts on the ecosystems in this project area
- We are currently working with the Illinois Department of Natural Resources to turn the old Rt 53 Corridor into a state park or state nature trail which would directly abut the bypass area. This project is still in the planning stages but, as of this writing, the Governor put the planning funding into his budget proposal for the upcoming fiscal year.
- Lake County is currently in non-attainment for ozone. We believe that you must consider induced demand on a potential bypass when calculating the environmental impacts of alternatives. A bypass would also surround the Northwestern Lake Forest Hospital hospital in Grayslake, at least 2 schools, 2 churches and 2 senior centers by air pollution on both sides.
- Climate impacts of induced demand of a potential bypass must be considered
- CMAP's population projections have historically grotesquely overestimated population growth in Lake County.
  - County population by census (1950 -2000) 179,097; 293,656; 382,638; 440,372; 516,418; 644,356 - 2010 703,462; 2020 714,342 **(1.5% increase 2010 to 2020)**  
<https://www.lakecountyil.gov/DocumentCenter/View/2460/Population-1950---2000-by-Location-PDF?bidId=>
  - In 2015 TriCounty Access Project using CMAP ONTO 2050 data projected population increases for Lake County population depending on area between 26% and 36% by 2050. Page 591 and 592.  
<https://www.lakecountyil.gov/DocumentCenter/View/34321/Tri-County-Access-Executive-Report-and-Appendices->
  - Revised CMAP projections (2022) appear to have reduced projections. CMAP ONTO 2050 population forecasts - 2030 772,155; 2040 818,375; 2050 832,430 (16.5% Increase from 2020 to 2050)
  - In documents we received via a Freedom of Information Act request from the Village of Grayslake there was the following written to you: "The Village of Grayslake (Village) noted that CMAPs traffic projections have been substantially higher compared to the Village's expectations based on current development projections and zoning. IDOT stated that in 2022 CMAP updated their 2050 projections, reducing them approximately 25%. IDOT believes these projections are in line with what they would expect." Grayslake is basing their population projections on their current development plans and zoning. We believe that they would have a more accurate analysis of their own population forecast.

If IDOT chooses to eschew this recommendation and include the Route 120 bypass within the scope of this study, there is no question that the magnitude of the corresponding environmental fallout from this proposal would mandate completion of a full-scale Environmental Impact Statement.

Thank you for your consideration.

Barbara Klipp for Midwest Sustainability Group  
 Anthony T. Dean for the Green Corridor Coalition



Illinois 120 <il120phase1study@gmail.com>

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## IL 120 Study public comment

1 message

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**Kristy Trausch** [REDACTED]  
To: Connect@il120study.com

Wed, May 22, 2024 at 11:12 PM


Attn: Bureau of Programming, Corey Smith, P.E.

Please see the attached public comment regarding the IL 120 Study and linking traffic reduction on Casey and Almond Rds.

Sincerely,  
Kristy Trausch

[REDACTED]

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 **IDOT public comment.docx**  
16K

May 22, 2024

Corey Smith, P.E.  
Bureau of Programming  
Illinois Department of Transportation  
201 W. Center Court  
Schaumburg, IL 60196-1096

RE: Illinois 120 Planning and Environmental Linkage Study

Dear Corey Smith,

I am writing to provide public comment on the Illinois 120 Planning and Environmental Linkage Study. As a resident of [REDACTED] I share significant concerns regarding this project. Members of my family have lived at this address since 1975 and have observed the massive increase in traffic over the decades ranging from when stoplights were installed at the intersections of Routes 45 and 21, and again when Casey Rd was connected to Route 137 and Midlothian Road. However, over the last handful of years, traffic has continued to grow exponentially, including illegal heavy truck traffic. It is hard to comprehend how we needed to purchase a permit for a small truck to bring and haul away the smallest dumpster available, yet semi-trucks are constantly making use of the road. The conditions are so precarious that both my husband and myself have almost been in multiple accidents when we slow down to turn off of Casey onto Liberty Road where we reside. Traffic behind us rarely slows down, and my husband (when traveling westbound on Casey) has even had a car swerve into the oncoming lane to illegally pass him when he was attempting to make a left turn onto Liberty. Anytime utility work is done, travel on Casey Road is even more hazardous especially given the hilly terrain and inability to see oncoming traffic and amount of motorists exceeding the 45 mph posted speed limit. As a parent my primary concern is the safety of my family which includes two children under the age of two, and I no longer feel safe entering nor exiting my neighborhood off of Casey Road. We are either putting our lives at risk, or excessively waiting for a break in traffic. At some points in the day, westbound traffic is backed up east of Liberty Road due to the number of motorists waiting to turn south onto Route 45. Cut-through traffic seeking to avoid IL 120 and IL 137 has completely overwhelmed Casey Road.

As other members of our neighborhood have surely mentioned, this area is also valued for the ecological asset that is the Liberty Prairie Reserve just steps away from our homes. My family loves the landscape, wildlife, and trail network of this area, but are disappointed that we have no safe access due to the hazardous road conditions. With conservation efforts currently expanding and restoring the natural habitat along Casey Road, it is imperative that efforts are made to reduce traffic that add peril to the residents and natural inhabitants of this ecological region.

We are very concerned that modifications to IL 120 could aggravate these significant existing problems by channeling more traffic onto Casey and Almond Roads. It is crucial that IDOT's



project does not deteriorate these already poor conditions. I urge you to use the IL 120 project as an opportunity to comprehensively re-evaluate the road network in this area and implement effective solutions. Key priorities should include:

- 1) Reclassifying Casey Road to a lower-speed design, removing its minor arterial status to reflect significant changes in surrounding land use, and enabling appropriate traffic calming measures currently unavailable due to the 45 mph speed limit that is rarely observed.
- 2) Implementing aggressive traffic calming measures on Casey Road to reduce and better control cut through traffic.
- 3) Ensuring that any modifications to Route 120 decrease traffic on Casey Road rather than increasing the burden.

The current traffic conditions reduce the quality of life, threaten safety, and undermine the public benefits of both the Liberty Prairie Reserve's conservation efforts and the well-being of local residents. Please use this project as an opportunity to address and improve these significant concerns, rather than exacerbating them.

Thank you for your consideration and time. I look forward to further communication regarding this important project.

Sincerely,

Kristy Trausch

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## Reduce traffic on Almond and Casey Rds

1 message

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**Ben Van Heirseele** [REDACTED]  
To: Connect@il120study.com

Thu, May 23, 2024 at 4:33 PM

Hello,

I am a homeowner in Liberty Acres subdivision and am writing to provide my perspective on the 120 Study. Over my 10 years of living here Casey Rd has become more dangerous and is overcrowded with traffic which is degrading the area. I have 3 daughters who are no longer able to ride their bikes on Casey Rd. We've also had several cars cutting through the neighborhood at very high speeds endangering children. My oldest daughter's bus stop is on Casey and Liberty and multiple times this year cars have passed the stop bus almost causing accidents with oncoming traffic. The traffic is backed up so often that there have been panhandlers on Casey Rd and 45 for a couple of years. Please do whatever you can to reduce speed and traffic in this area of the county that is revered for its nature and community use.

I've copied a portion of Mike Roach and David Whitemore's letter as I completely agree with their assessment and requests.

From Mike Roach and David Whitmore:

We are deeply concerned that changes to IL 120 could further exacerbate these serious existing issues by diverting even more traffic onto Casey and Almond Roads. It is imperative that IDOT's project does not worsen these already unacceptable conditions. Instead, we urge you to use this IL 120 project as an opportunity to holistically re-assess the road network in this area and implement solutions. Key priorities should include:

- 1) Reclassifying Casey Road to a lower-speed design that is not characterized as a minor arterial, to reflect the significant changes in surrounding land use and enable appropriate traffic calming measures that are unavailable to us given the current 45 mph speed limit.
- 2) Closing Almond Road at the IL 120 intersection and implementing aggressive traffic calming measures on Casey Road, to reduce cut-through traffic and to better control traffic that continues to cut through.
- 3) Ensuring any changes to IL 120 reduce traffic on Casey and Almond Roads rather than inducing more traffic to these overburdened roads.

The Liberty Prairie Reserve is a unique ecological and community asset of national significance. Our family and our neighbors have invested deeply in stewarding this land, but the existing traffic conditions diminish our quality of life, threaten our safety, and degrade the public benefits of our conservation efforts. Please use this project as an opportunity to improve, rather than worsen, these serious concerns.

Sincerely,

Ben Van Heirseele  
[REDACTED]



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## IL 120 Project

1 message

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**Brooke Hecht** [REDACTED]  
To: "Connect@il120study.com" <Connect@il120study.com>

Thu, May 23, 2024 at 5:07 PM

Dear Corey Smith,

As a stakeholder in relation to the planning project for IL 120 between Almond Road and IL 60, I wanted to reach out to you and IDOT during the public comment period.

I am the president of the non-profit, non partisan [Center for Humans & Nature](#), which has a 50-acre campus of prairie, wetland, savanna, and woodland at the intersection of Almond and Casey Roads. Our mission is to explore and promote our responsibilities to nature—the whole community of life.

As you know, many vehicles use Almond and Casey Roads as cut-through speedways to avoid traffic on IL 120. To the extent IDOT's IL 120 planning project is seeking to remedy some of the congestion issues in this area, I ask that you consider how your planning could benefit the conservation values—and conservation organizations—of the Liberty Prairie Reserve.

Almond Road is the western boundary of the Center for Humans & Nature's campus. Speeding vehicles along this road significantly increase risk to humans and wildlife in the Liberty Prairie Reserve. The roadside on Almond Road abutting the Center is also currently covered with trash from drivers and passengers throwing garbage from their vehicles. Furthermore, high vehicle volume is associated with chemical runoff that is harmful to plants, animals, and the high quality waterways that are within the Reserve.

While what I share above directly affects the Center for Humans & Nature's campus, I know that the Center is nested within a larger ecological matrix. As an ecologist, I am well aware that ecosystem function, water quality, as well as thriving human, plant, and wildlife communities depend on the health of the larger landscape matrix. I am just as concerned about the Center's campus as I am about some of the other high quality ecosystems within the Liberty Prairie Reserve.

One example I would like to highlight is Almond Marsh. Far beyond the fact that the water from Almond Marsh flows directly through the northern boundary of the Center's campus, this fragile marsh is a beautiful and unusual Illinois ecosystem, home to herons, egrets, and many other species. IL 120's location is very close to Almond Marsh. IL 120 should not get any closer to Almond Marsh. Rather, plans associated with IL 120 should seek to further protect this fragile ecosystem, with the understanding that the health of this marsh is not only important on its own, but also connected with the ecological resilience of the Reserve and beyond.

To this end, I ask that you consider, as part of your improvements to IL 120, closing Almond Road access from 120. Incorporating this into IDOT's plan would benefit this important conservation area by limiting runoff from the roads, reducing noise and air pollution, and increasing safety for humans and wildlife by limiting vehicle traffic on Almond Road to local uses. I also ask that you consider how the cut-through speedway of Casey Road can be addressed. I personally have heard the heartbreaking, crashing sounds of many accidents at the dangerous intersection at Almond and Casey Roads, which is only a few meters away from the Center's driveway. I do not believe it is

IDOT's intention to have either Almond or Casey Roads used as speedways, a use that is inconsistent with the remarkable conservation values this landscape holds. The ecosystems within the Reserve are truly a Lake County treasure, and I hope IDOT's planning can support this beautiful landscape.

In closing, I would like to highlight that the Center's digital press has an ongoing series, *Questions for a Resilient Future*. Our very first question, published over 10 years ago, was [To build or not to build a road... how do we honor the landscape?](#) Over a dozen experts and thought leaders from across different academic disciplines and civic perspectives responded to this question, offering insights into when and how roads can serve as healthy arteries in a thriving, living landscape. I hope some of the pieces from this series will be an inspiration for your planning process!

Thank you so much for your consideration, and do not hesitate to reach out to me if you have any questions about my comment.

Sincerely,  
Brooke Hecht

**Brooke Hecht (she/her)**  
**President**  
**Center for Humans & Nature**

Humans & Nature Press  
Humans & Nature Farm



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## IL 120 Study: IL60 to Almond Road - Community Feedback

1 message

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**Allison Hausladen** [REDACTED]  
To: Connect@il120study.com

Thu, May 23, 2024 at 10:51 PM

To Whom It May Concern:

I live at [REDACTED] and want to share my thoughts about the future of Route 120. I understand that during the Route 53 extension research project, a bypass was being considered that would widen the road and cut through a protected marsh and bring it right up to the Arbor Vista neighborhood. I am opposed to this idea as it endangers the marsh and the well-being of the community with no benefit to the community. As someone who lives in this community, I do not mind slowing down in these few stretches that narrow and appreciate the charm of the neighborhood. I describe our neighborhood as a rural suburb, and these touches of small town feel are part of what makes this area so special.

If it absolutely must be widened between Almond and Rt 45, the least disruptive place to do so is where Rt 120 already is. Someone from IDOT at the open forum said that to widen the road they are also required to add pedestrian sidewalks on both sides of the road which would make the space needed quite large. In some spots a pedestrian underpass may be needed, but honestly, I'm not sure why anyone would want to walk that stretch as there is nothing to walk to east of 45 (and no sidewalks for pedestrians). I could see a need for sidewalks on 45 on either side of 120 to help people taking the bus and allow people living in the neighborhood to walk to Walgreens, local shops, access the public beaches at Gages Lake, and Oak Openings nature preserves more safely and easily on foot, keeping cars and their pollution off the road.

A couple things that would help us avoid that drive to the Schaumburg area (and have fewer cars on the road) is if an indoor climbing gym was located nearby (like First Ascent in Arlington Heights) or a truly amazing playground like Bison's Bluff in Schaumburg was nearby. Independence Grove is nice, but it has toxic shredded tires in the playground and no water feature for kids to play in since they closed the beach and made it a beer garden.

If it does not negatively impact the marsh, it may be nice to allow pedestrian access and an overlook of the marsh since the only way to see it is driving past on that 2-lane stretch of road. Perhaps this is part of the Oak Openings extension plan.

Thank you for hearing thoughts from the local community that would be impacted,  
Allison Hausladen



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## Citizen comment re IL Rte 120, Grayslake

1 message

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**Sundberg, Jeffrey** [REDACTED]  
To: "connect@IL120study.com" <connect@il120study.com>

Fri, May 24, 2024 at 12:04 PM

Attn: Corey Smith

I am a resident of Libertyville Township, living on [REDACTED]. I strongly support widening Rte 120 as the study proposes, and also support the creation of bike/walking paths, which are badly needed in this area.

My main concern with the project is the impact on Casey Road, especially during the construction phase. Casey Road is posted at 45 mph, which is treated as a lower bound by most travelers. Roads that are of similar quality, like Old Rockland Road between St Mary's and the Des Plaines River, have a lower speed limit. Roads that of higher quality, such as Atkinson Road between St Mary's and Waukegan Road, also have a lower speed limit. Casey Road is very dangerous, with poor visibility and virtually no shoulder.

During the construction phase traffic on this road is going to go from terrible to nightmarish. We are going to need considerably better enforcement of traffic laws here, or people are going to die. The intersection at Almond Road is already terrible; when even more cars and trucks start using the road to avoid construction, that's going to be a terrible situation. At a minimum, that ridiculous blinking yellow light should be replaced with three stop signs and photo enforcement.

After the construction phase, or ideally before, the status of Casey Road should be downgraded and the speed limit should be reduced. This is long-overdue, as is the widening of Rte 120. Let's do them both at the same time.

Sincerely,

Jeff Sundberg

[REDACTED]  
[REDACTED]